



# Scoping Period Comment Form

San Francisco to San Jose Section

**Thank you for attending today's meeting.** The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

**Meeting Date/Location**

☐ January 22 - San Mateo County ☒ January 27 - San Francisco County ☐ January 29 - Santa Clara County

Name (please print): Jonathan Hotchen City: Oakland State: CA Zip: 94607

Title (if applicable): Director, Government Affairs Phone: 510 238-2671 Fax: \_\_\_\_\_

Organization/Business (if applicable): Amtrak E-mail: hotchenj@amtrak.com

Address: 530 Water Street, 5th Floor Oakland, CA 94607

☒ Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.  
Please comment clearly.

Thank you for the ability to attend today's meeting. My primary concern regards the project's inclusion of the forthcoming, state-supported intercity "Coast Daylight" train. This will be an Amtrak route with operating funded by Caltrans. The state's long-term plan is to fund two "Coast Daylight" round trips daily. This will be a diesel-hauled service, and in order to realize its full utility, needs to serve San Francisco's Transbay Terminal. To be clear, Amtrak is not just hoping this train will operate, the state has been working on beginning this route for many years. I suggest the HSR Authority, the Transbay Authority, Caltrans, and Amtrak get together to discuss how this exciting project will accommodate these trains. Thanks.

#3 Coast Daylight train coordination  
#4 Daylight train diesel fuel

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

**Fold and Tape Before Mailing**

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**Kris Livingston**

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**From:** Robert Garcia [rgarcia@cityprojectca.org]  
**Sent:** Friday, March 06, 2009 5:05 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST Public Comments  
**Attachments:** The City Project High Speed Rail Public Comments 362009.pdf; ATT2584067.htm

Mr. Dan Leavitt  
Deputy Director  
California High Speed Rail Authority  
San Francisco to San Jose  
925 L Street, Suite 1425  
Sacramento, CA 95814

Re: San Francisco to San Jose High Speed Train-Public Comments

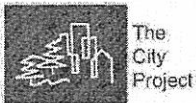
Dear Mr. Leavitt:

The City Project requests that the EIR/EIS for the San Francisco to San Jose High Speed Train explicitly address the environmental justice and environmental quality issues and civil rights analyses as reflected in the attached public comments which are fully incorporated by reference here. This will set a precedent for the EIR/EIS for other segments.

Sincerely,

Robert Garcia

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justice  
community  
impacts



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March 6, 2009

Mr. Dan Leavitt  
Deputy Director  
California High Speed Rail Authority  
San Francisco to San Jose  
925 L Street, Suite 1425  
Sacramento, CA 95814

Re: San Francisco to San Jose High Speed Train-Public Comments

Dear Mr. Leavitt:

The City Project requests that the EIR/EIS for the San Francisco to San Jose High Speed Train explicitly address the environmental justice and environmental quality issues and civil rights analyses as reflected in the attached public comments which are fully incorporated by reference here. This will set a precedent for the EIR/EIS for other segments.

Sincerely,

Robert García  
Executive Director and Counsel

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JUSTICE  
community impact

**CENTER FOR LAW IN THE PUBLIC INTEREST**

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Telephone: (310) 314-1947 Facsimile: (310) 314-1957

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August 31, 2004

Chairman Joseph E. Petrillo and  
Members of the High Speed Rail Authority  
Mehdi Morshed, Executive Director  
925 L Street, Suite 1425  
Sacramento, CA 95814

Allan Rutter, Administrator  
Federal Railroad Administration  
U.S. Department of Transportation  
1120 Vermont Avenue, N.W. M/S 20  
Washington, D.C. 20590

**Re: *Comments on the Draft Program EIR/EIS for the California High Speed Train and the Impact on the State Parks in the Cornfield and Taylor Yard***

Dear Chairman Petrillo, Mr. Mehdi, Mr. Rutter, and Members of the High Speed Rail Authority:

**I. Overview**

The Center for Law in the Public Interest submits these comments on behalf of (partial list) the Anahuak Youth Soccer Association, City Parks Alliance, Concerned Citizens of South Central Los Angeles, Friends of the Los Angeles River, Glassell Park Improvement Association, Los Angeles Metropolitan Churches, National Association for Olmsted Parks, and Planning and Conservation League regarding the California High Speed Train Draft Program Environmental Impact Report and Environmental Impact Statement ("DEIS/R").

We focus specifically in these comments on the potential impact of the proposed high speed train ("HST") on the new State Parks in the Cornfield and Taylor Yard along the Los Angeles River and the surrounding communities. However, our concerns extend to potential impacts on each of the state parks identified below, and on the environmental justice analysis generally.

Many public leaders see the revitalization of the Los Angeles River corridor as a key to the economic and environmental enhancement of Los Angeles, and a thread that could provide Los Angeles with a greater sense of community. Central to the River's revitalization is the Cornfield, a site from which the history of Los Angeles flows, and Taylor Yard, which stretches for two miles along the River's banks.

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#1 open space parks & river

#1 open space parks & river

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Taylor Yard is adjacent to one of last remaining remnants of soft-bottomed, riparian channels in the predominately concrete Los Angeles River. Over 300 species of birds find this section of river an essential stopover along the Pacific Flyway. Migrating birds stop for food and rest, and some birds are found year-round, nesting and breeding. About half of the total recorded birds in Los Angeles County have even been spotted along the soft-bottomed portions of the river.<sup>1</sup>

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A high speed train will undoubtedly have adverse impacts on the Cornfield and Taylor Yard. The DEIS/R does not analyze what those impacts are. It must.

The California Department of Parks and Recreation recognizes that the HST will have adverse environmental justice impacts on the Cornfield and Taylor Yard and surrounding communities:

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Proposed alternative HST corridors impacting both the Taylor Yard and Cornfield properties clearly raise the environmental justice issue.

The children of the Cornfield/Taylor Yard community are disproportionately low income children of color. The community within a five mile radius of the Cornfield is 68% Latino, 14% Asian, 11% non-Hispanic white, and 4% African-American with thirty percent of the population below poverty level as compared to 14% for the State of California as a whole. Within five miles of the Cornfield there are 282,967 children and 235,000 children within five miles of Taylor Yard.

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Yet, to serve this population, Los Angeles has fewer acres of parks per thousand residents than any major city in the United States, having less than one acre of park per thousand residents. The National Recreation and Park Association standard is ten acres per thousand population. Compare this standard to the 0.9 acres per thousand in the community surrounding Cornfield and the 0.3 acres of parks per thousand residents surrounding Taylor Yard (one of the least park-served areas in Los Angeles) with the 1.7 acres in disproportionately white and relatively wealthy parts of Los Angeles.

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The California Department of Parks and Recreation recognizes that the Greater Los Angeles Region is an area that is under-served in regard to park facilities and that many of the area's residents, particularly those least able to afford it, are either unaware of, or feel isolated from, state and federal parklands and recreational facilities. This Department on behalf of the people of the State of California has invested \$78,000,000 in the purchase of the Taylor Yard/Cornfield properties in this decade specifically to address these disparities. **This effort will be undone unless alternative routing or a fully subterranean system is chosen to bypass all impacts to these properties.**

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ACT Route

Comments submitted by Ruth Coleman, Director, California Department of Parks and Recreation, August 19, 2004 (emphasis added).

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The DEIS/R fails to provide the public with a clear and full disclosure of the impacts of high speed rail on environmental quality, environmental justice, active recreation, and human health. A revised

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<sup>1</sup> Comments submitted by Ruth Coleman, Director, California Department of Parks and Recreation, August 19, 2004 ("State Parks Comments").

Chairman Petrillo, Mr. Mehdi, Mr. Rutter, and Members of the High Speed Rail Authority  
Re: *California High Speed Train Draft EIR/EIS and Impact on the Cornfield and Taylor Yard*  
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DEIS/R should be drafted and re-circulated to the public. The authorities must meaningfully address the environmental and social justice concerns and the impacts on state parks including the Cornfield and Taylor Yard.

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We present our vision for urban parks and open space in Part II below. Part III summarizes relevant legal standards. Part IV presents specific comments concerning the Cornfield and Taylor Yard.

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We incorporate by reference the comments submitted by the Planning and Conservation League.

## II. Our Vision and the Values at Stake

### A. Our Vision

We are guided by a collective vision for a comprehensive and coherent web of parks, beaches, forests, and other open space, schools with playing fields and playgrounds, and transit that serves the diverse needs of diverse users and reflects the cultural urban landscape. Los Angeles is park poor, and there are unfair disparities in access to parks and other open space benefits based on race, ethnicity, income, access to a car, and other factors.

Our vision is inspired in part by the classic 1930 report *Parks, Playgrounds, and Beaches for the Los Angeles Region* by Olmsted Brothers and Bartholomew & Associates. The Olmsted Plan envisioned a comprehensive and coherent regional system of open space and transportation to promote the social, economic and environmental vitality of Los Angeles and the health of its people. According to the Olmsted Report in words that remain true today:

Continued prosperity [in the Los Angeles region] will depend on providing needed parks, because, with the growth of a great metropolis here, the absence of parks will make living conditions less and less attractive, less and less wholesome. . . . In so far, therefore, as the people fail to show the understanding, courage, and organizing ability necessary at this crisis, the growth of the Region will tend to strangle itself.<sup>2</sup>

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Implementing the Olmsted vision would have made Los Angeles one of the most beautiful and livable regions in the world. California's state park system, which was designed by Frederick Law Olmsted, Jr. and served as a model for other states,<sup>3</sup> is in jeopardy under the proposed DEIS/R. Powerful private interests and civic leaders demonstrated a tragic lack of vision and judgment when they killed the Olmsted Report in Los Angeles. Developing a HST without adequately addressing the impact on state parks like the Cornfield and Taylor Yard would demonstrate a similar lack of vision and judgment.

One of the broadest and most diverse alliances ever behind any issue in Los Angeles is working to restore a part of the Olmsted vision and the lost beauty of Los Angeles. We stopped warehouses to create the State Park in the 32-acre Cornfield. The *Los Angeles Times* called the Cornfield "a heroic monument" and "a symbol of hope." We stopped a commercial project to create a 40 acre park as part of a planned 103-acre park in Taylor Yard along the 51 mile Los Angeles River Parkway. We

<sup>2</sup> Olmsted Brothers and Bartholomew & Associates, *Parks, Playgrounds, and Beaches for the Los Angeles Region 1* (1930), reprinted in Greg Hise & William Deverell, *Eden by Design* 83 (2000).

<sup>3</sup> Charles A. Birnbaum, FASLA and Robin Karson, *Pioneers of American Landscape Design* at 275 (2000).

understand that the Los Angeles Unified School District ("LAUSD") has purchased a parcel of land in Taylor Yard to build a new high school.

### B. The Values at Stake

According to a recent survey on Californians and the environment by the influential California Public Policy Institute, 64% of Californians say that poorer communities have less than their fair share of well-maintained parks and recreational facilities. Latinos are far more likely than non-Hispanic whites (72% to 60%) to say that poorer communities do not receive their fair share of these environmental benefits. A majority of residents (58%) agree that compared to wealthier neighborhoods, lower-income and minority neighborhoods bear more than their fair share of the environmental burdens of toxic waste and polluting facilities.<sup>4</sup>

Communities of color and low income communities have been among the biggest supporters of bonds for open space, clean air, and clean water in the past several years. California's recent Proposition 40, for example – the largest resource bond in United States history, with \$2.6 billion for parks, clean water and clean air – passed in March 2002 with the support of 77% of black, 74% of Latino voters, 60% of Asian, and 56% of non-Hispanic white voters. Seventy-five percent of voters with an annual family income below \$20,000 and 61% with a high school diploma or less supported Prop 40 – the highest among any income or education levels.<sup>5</sup>

Prop 40 demolished the myth that the environment is a luxury that communities of color and low income communities cannot afford or are not willing to pay for.

The struggles for the parks in the Cornfield and Taylor Yard demonstrate that low income communities and communities of color who never participated in government before are fighting city hall and wealthy developers – and winning.

In an effort to maximize limited open space resources and achieve environmental and social justice in Los Angeles, we are working to unite the rich cultural, historical, recreational, and environmental resources in the heart of Los Angeles through a Heritage Parkscape—like the Freedom Trail in Boston—that will link the Cornfield, Taylor Yard, the Los Angeles River, the Zanja Madre or "mother trench" that provided water for early L.A., El Pueblo Historic Park and Olvera Street, old and new Chinatown, Little Tokyo, Elysian Park, Chavez Ravine, Confluence Park, the Arroyo Seco parkway, Debs Park, Ascot Hills, and Biddy Mason Park, along with 100 other sites. Public art projects including murals, photo exhibits and installations on the ground and on the web, school art projects, oral histories, and theater will be part of this living legacy. The Heritage Parkscape will serve as a "family album" to commemorate the struggles, hopes and triumphs of the settlers and later immigrants who entered Los Angeles through this area.

The Heritage Parkscape will serve as a "family album" to commemorate the struggles, hopes and triumphs of the settlers and later immigrants who entered Los Angeles through this area. The Heritage Parkscape illustrates the power of place: "the power of ordinary urban landscapes to nurture citizens"

<sup>4</sup> Mark Baldasare, Public Policy Institute of California Statewide Survey: Special Survey on Californians and the Environment at vi (June 2002).

<sup>5</sup> *L.A. Times* state-wide exit poll, March 7, 2002.



public memory, to encompass shared time in the form of shared territory . . . . And even bitter experiences and fights communities have lost need to be remembered -- so as not to diminish their importance." The Heritage Parkscape revives the forgotten history of Los Angeles. The footprint of the Heritage Parkscape coincides closely with the Olmsted vision for downtown.

The beauty of the earth, the glory of the sky, the serenity of the river, the joy of the people, and the future of our children are bringing people together to create the kind of community where they want to live and raise children. Parks are not a luxury. People in parks play, walk, talk, kiss, sit, jog, bike, learn, bird, protest, pray, or work. Parks are a democratic commons that provide a different rhythm for everyday life and bring people together as equals. Parks cool the city and clean the air and ground. Sports improve human health and academic performance; increase access to higher education; inspire players and fans; provide lessons in teamwork, leadership, and self-esteem; and provide an alternative to gangs, crimes, drugs, violence, and teen sex. Nearly 40% of California children are not physically fit and more than 25% are overweight, facing diseases including diabetes, blindness and amputations. Parks provide opportunities for recreation and physical activity. Sports are among the most valued cultural resources in many communities. New Latino immigrants do not organize politically, they first organize soccer leagues. Sports help desegregate society. Jackie Robinson broke baseball's color barrier seven years before *Brown v. Board of Education* declared "separate but equal" unconstitutional. Parks promote economic vitality and create quality jobs in surrounding communities. Social justice and stewardship of the earth have motivated spiritual leaders including Nobel Peace Prize Laureate Rigoberta Menchú, Cardinal Roger Mahony, and the Justice and Peace Commission of the Catholic Archdiocese of Los Angeles to actively support the creation of state parks in the Cornfield and Taylor Yard.<sup>6</sup>

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### III. The Legal Standards

The DEIS/R is invalid under federal and state environmental, environmental justice, and civil rights laws.

Then-Secretary Andrew Cuomo of the United States Department of Housing and Urban Development recognized that the principle of equal justice must be implemented in developing the Cornfield. Secretary Cuomo withheld federal funding for the warehouse proposal unless the City of Los Angeles and Majestic Realty conducted a "full-blown" assessment of the impact of the proposed development on communities of color and low-income communities, including the park alternative. Secretary Cuomo acted after members of the Chinatown Yard Alliance filed an administrative complaint claiming the warehouse project was the result of discriminatory land use policies that had long deprived communities of color and low-income communities of parks under federal civil rights,

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<sup>6</sup> See generally Robert García and Thomas A. Rubin, "Crossroad Blues: The MTA Consent Decree and Just Transportation," chapter in Karen Lucas, ed., *Running on Empty: Transport, Social Exclusion, and Environmental Justice* (2004); Robert García et al., "Community, Democracy and the Urban Park Movement," chapter in Dr. Robert Bullard's forthcoming book on Environmental Justice to be published by the Sierra Club; Robert García et al., *The Cornfield and the Flow of History: People, Place, and Culture*, Center for Law in the Public Interest (2004) (available at [www.clipi.org](http://www.clipi.org)); Robert García et al., *Dreams of Fields: Soccer, Community, and Equal Justice*, Center for Law in the Public Interest (2002) (available at [www.clipi.org](http://www.clipi.org)); Robert García, *Equal Access to California's Beaches* (2002), published in the Proceedings of the Second National People of Color Environmental Leadership Summit - Summit II ([www.ejrc.cau.edu/summit2/Beach.pdf](http://www.ejrc.cau.edu/summit2/Beach.pdf)).

Chairman Petrillo, Mr. Mehdi, Mr. Rutter, and Members of the High Speed Rail Authority  
Re: *California High Speed Train Draft EIR/EIS and Impact on the Cornfield and Taylor Yard*  
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environmental justice, and environmental laws.<sup>7</sup> Then-State Senator Tom Hayden emphasized in a letter to Secretary Cuomo that public funds should not be used to perpetuate and worsen the longstanding practice in Los Angeles of unlawfully depriving inner city residents of equal access to parks and open space.<sup>8</sup>

## A. Federal and State Environmental Laws

The DEIS/R does not comply with the California Environmental Quality Act ("CEQA")<sup>9</sup>; the CEQA Guidelines, California Code of Regulation, Title 14, Section 15000 *et seq.*; the National Environmental Policy Act ("NEPA")<sup>10</sup>, and the NEPA regulations. The DEIS/R must be revised and re-circulated.<sup>11</sup>

### 1. National Environmental Policy Act

NEPA commits the federal government to "encourage productive and enjoyable harmony between man and his environment" and "promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man."<sup>12</sup> To realize these goals, NEPA demands that the "policies, regulations, and public laws of the United States [be] interpreted and administered" in accordance with its principles, "to the fullest extent possible."<sup>13</sup> This strong mandate was intended to guide agencies in preparing an EIS, which is required of all projects that "may significantly degrade some human environmental factor."<sup>14</sup> As the Supreme Court has explained:

NEPA's instruction that all federal agencies comply with the impact statement requirement—and with all the other requirements of § 102—"to the fullest extent possible," 42 U.S.C. § 4332, is neither accidental nor hyperbolic. Rather the phrase is a deliberate command that the duty NEPA imposes upon the agencies to consider environmental factors not be shunted aside in the bureaucratic shuffle.<sup>15</sup>

The fundamental purpose of an EIS is to force the decision maker to take a "hard look" at the environmental consequences of her proposal, before a decision to proceed is made.<sup>16</sup> The EIS must be an objective, neutral document, not a work of advocacy to justify a predetermined result.<sup>17</sup> To help achieve this goal, NEPA sets forth a list of factors that the responsible official must consider "to the

<sup>7</sup> Letter from Office of the Secretary, United States Department of Housing and Urban Development, to Los Angeles Deputy Mayor Rocky Delgadillo Re: City of Los Angeles – Section 108 Application – Cornfields B-99-MC-06-0523, Sep. 25, 2000.

<sup>8</sup> Letter from State Senator Tom Hayden to HUD Secretary Andrew Cuomo, July 18, 2000.

<sup>9</sup> Cal. Pub. Res. Code § 21000 *et seq.*

<sup>10</sup> 42 U.S.C. § 4321 *et seq.*

<sup>11</sup> The DEIS/R's failure adequately to meet these disclosure requirements makes it virtually impossible to make an informed comparison between the various proposed alternatives. Our comments therefore will not attempt such a comparison. Rather, these comments will address the adequacy of the discussion of potential impacts, and the specificity and enforceability of the mitigation and benefits proposed to offset these impacts.

<sup>12</sup> 42 U.S.C. § 4321

<sup>13</sup> 42 U.S.C. § 4332.

<sup>14</sup> *Steamboaters v. F.E.R.C.*, 759 F.2d 1382, 1392 (9th Cir. 1985) (emphasis in original).

<sup>15</sup> *Flint Ridge Development Co. v. Scenic Rivers Ass'n*, 426 U.S. 776, 787 (1976)

<sup>16</sup> See 40 C.F.R. § 1502.1; *Baltimore Gas & Electric v. Natural Resources Defense Council*, 462 U.S. 87, 97 (1983).

<sup>17</sup> 40 C.F.R. § 1502.2(g).



fullest extent possible" and include in a "detailed statement"<sup>18</sup>

- (i) the environmental impact of the proposed action;
- (ii) any adverse environmental effects which cannot be avoided should the project be implemented;
- (iii) alternatives to the proposed action;
- (iv) and the relationship between short-term uses of man's environment and the maintenance and enhancement of long-term productivity, any irreversible and irretrievable commitments of resources which would be involved in the proposed action should it be implemented.

The duty to consider "alternatives to the proposed action"—to "rigorously explore and objectively evaluate all reasonable alternatives"—lies, in the words of the regulators, at "the heart" of the entire assessment process.<sup>19</sup> Agencies must "devote substantial treatment to each alternative" and provide support for their decisions to accept or reject them.<sup>20</sup>

In addition, an EIS must be sufficiently intelligible to allow the public to effectively comment upon it.<sup>21</sup> Thus, "an EIS must be organized and written so as to be readily understandable by the governmental decision makers and by interested non-professional laypersons likely to be affected by actions taken under the EIS."<sup>22</sup>

Federal agencies shall to the fullest extent possible "[u]se the NEPA process to identify and assess the reasonable alternatives to proposed actions that will avoid or minimize adverse effects of these actions upon the quality of the human environment."<sup>23</sup> In addition, federal agencies shall "[u]se all practicable means, consistent with the requirements of the Act and other essential considerations of national policy, to restore and enhance the quality of the human environment and avoid or minimize any possible adverse effects of their actions upon the quality of the human environment."<sup>24</sup> "Human environment" shall be interpreted comprehensively to include the natural and physical environment and the relationship of people with that environment.<sup>25</sup> Economic or social effects are not intended by themselves to require preparation of an environmental impact statement. When an environmental impact statement is prepared and economic or social and natural or physical environmental effects are interrelated, then the environmental impact statement will discuss all of these effects on the human environment.<sup>26</sup>

Environmental effects are interpreted broadly to include economic, social and other environmental justice considerations. The "effects" to be analyzed include "ecological (such as the effects on natural resources and on the components, structures, and functioning of affected ecosystems), aesthetic,

<sup>18</sup> 42 U.S.C. § 4332(2)(C).

<sup>19</sup> 40 C.F.R. § 1502.14.

<sup>20</sup> 40 C.F.R. § 1502.14(b); *Natural Resources Defense Council v. Callaway*, 524 F.2d 79, 93 n.12 (2nd Cir. 1975).

<sup>21</sup> 40 C.F.R. § 1502.8.

<sup>22</sup> *Oregon Environmental Council v. Kunzman*, 817 F.3d 484, 494 (9th Cir. 1987).

<sup>23</sup> 40 C.F.R. § 1500.2(e).

<sup>24</sup> 40 C.F.R. § 1500.2(f).

<sup>25</sup> See 40 C.F.R. § 1508.8.

<sup>26</sup> 40 C.F.R. § 1508.14.

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historic, cultural, economic, social, or health, whether direct, indirect, or cumulative.”<sup>27</sup> NEPA analysis shall include discussions of the direct environmental effects and their significance, the indirect effects and their significance, the environmental effects of alternatives including the proposed action, and urban quality, historic and cultural resources, and the design of the built environment.<sup>28</sup> The Council on Environmental Quality created the following guiding principles for environmental justice analyses under NEPA:<sup>29</sup>

- (i) consideration of the racial composition of the area affected by the proposed action, and whether there may be a disproportionate impact on minority populations;
- (ii) consideration of relevant public health and industry data and the potential for exposure to environmental hazards;
- (iii) consideration of “the interrelated cultural, social, occupational, historical, or economic factors that may amplify the natural and physical environmental effects of the proposed agency action”;
- (iv) development of “effective public participation strategies”;
- (v) assurance of “meaningful community representation in the process”; and
- (vi) assurance of tribal representation in the process in a manner that is consistent with the government-to-government relationship between the United States and tribal governments, the federal government’s trust responsibility to federally-recognized tribes, and any treaty rights.

## 2. California Environmental Quality Act

CEQA and NEPA contain parallel requirements mandating that an environmental review accompany proposals for major federal and state actions significantly affecting the environment. The DEIS/R is to serve as “an environmental ‘alarm bell’ whose purpose is to alert the public and its responsible officials to environmental changes before they have reached ecological points of no return.”<sup>30</sup>

The DEIS/R does not fulfill the basic requirements of CEQA and NEPA as it fails to provide enough information to adequately inform decision-makers and the public of the range of impacts resulting from the project. Simply put, the analysis in the DEIS/R is insufficient to fulfill the purposes for which it was drafted – to adopt the HST Alternative and select preferred HST corridors/alignments and general station locations.<sup>31</sup> The High Speed Rail Authority (“Authority”) and the Federal Rail Administration (“FRA”) have not “demonstrate[d] to an apprehensive citizenry that the agency has, in fact, analyzed and considered the ecological implications of its action.”<sup>32</sup>

## 3. Federal Section 4(f) and 6(f) Resources

<sup>27</sup> 40 C.F.R. §1508.8.

<sup>28</sup> 40 C.F.R. §1502.16.

<sup>29</sup> Council on Environmental Quality, Environmental Justice: Guidance Under the National Environmental Policy Act 15-16 (1997), available at <http://ceq.eh.doe.gov/nepa/regs/ej/justice.pdf> [hereinafter CEQ Guidance].

<sup>30</sup> *County of Inyo v. Yorty* (1973) 32 Cal. App. 3d 795, 810.

<sup>31</sup> See DEIS/R at S-1.

<sup>32</sup> *Berkeley Keep Jets Over Bay v. Port Commissioners* (2001) 91 Cal. App. 4th 1344, 1374 (quoting *Schoen v. Dept. of Forestry* (1997) 58 Cal. App. 4th 556, 573-574)

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The State Parks Comments document the potential impacts of high speed train on state parks throughout the state, and we incorporate those comments by reference here.

The parks that may be impacted by the project include, among others: Cardiff State Beach, Carlsbad State Beach, Castaic State Recreation Area, Colonel Allensworth State Historic Park, Cornfields State Park, Doheny State Beach, Fort Tejon State Historic Park, Henry W. Coe State Park, Hungry Valley State Vehicular Recreation Area, Leucada State Park, McConnell State Recreation Area, Moonlight State Beach, Old Town San Diego State Recreation Area, Pacheco State Park, San Clemente State Beach, San Elijo State Beach, San Luis Reservoir State Recreation Area, San Onofre State Beach, South Carlsbad State Beach, Torrey Pines State Beach, Torrey Pines State Reserve, and Taylor Yards State Park. However, the DEIS/R does not provide a comprehensive list of the impacted parks and as such fails to fully inform the public of the impacts the HST will have on national, state, and local parks throughout California.<sup>33</sup>

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Yet, "[d]epending on the system of alignment options selected, the HST Alternative could result in impacts on 58 to 93 parkland resources."<sup>34</sup> In fact, the HST Alternative will "directly intersect with a portion or ... require the use of the property from that resource in total" of approximately 54-89 Section 4(f) resources.<sup>35</sup>

The extraordinary impact the HST Alternative would have on parks is directly at odds with Section 4(f) of Department of Transportation Act of 1966,<sup>36</sup> which states: "It is the policy of the United States Government that special effort be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."<sup>37</sup> Federal law provides that a "publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance" may only be used for a transportation program or project if, "(1) there is no prudent and feasible alternative to using that land; and (2) the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use."<sup>38</sup> The DEIS/R fails to meet the requirements of Section 4(f). These issues are crucial to the process and should be addressed in the DEIS/R, not merely save for future analyses.

These efforts fail to reflect the "special effort" or assessment of "prudent and feasible alternatives" that Section 4(f) requires. That language of Section 4(f) is a "specific and explicit bar ... only the most unusual situations are exempted."<sup>39</sup> Section 4(f) makes clear that preservation of parkland is of paramount importance, more so than costs, directness of route, and community disruption.<sup>40</sup> The review that Section 4(f) requires must be conducted before an alignment that would impact Section

<sup>33</sup> The DEIS/R does not make clear precisely what the project's impacts would be, what mitigation is possible, and, most importantly, what alternatives exist to avoid altogether the taking of land from either of these parks. This problem is indicative of the draft's failure to appropriately consider the extent of many of the adverse impacts associated with the project - impacts that can and must be avoided.

<sup>34</sup> DEIS/R at 3/17-10

<sup>35</sup> DEIS/R at 3/16-6 (Table 3/16-2)

<sup>36</sup> 49 U.S.C. § 303

<sup>37</sup> 49 U.S.C. § 303(a); DEIS/R at 3.16-1

<sup>38</sup> 49 U.S.C. § 3030(c)(1)-(2); DEIS/R at 3.16-1

<sup>39</sup> *Citizens to Preserve Overton Park v. Volpe* (1971) 401 U.S. 402, 411.

<sup>40</sup> *Id.* at 412-13.



4(f) resources is chosen, and the DEIS/R must be revised and re-circulated to reflect this change.<sup>41</sup> By failing to address these impacts in the DEIS/R the Authority and the FRA have undermined informed decision-making and meaningful public comment.

Complementing Section 4(f), "Section 6(f) of the act prohibits the conversion to a non-recreational purpose of property acquired or developed with" grants obtained through the Land and Water Conservation Fund Act "without the approval of the U.S. Department of the Interior's ("DOI's") National Park Service. Section 6(f) directs DOI to ensure that replacement lands of equal value (monetary), location, and usefulness are provided as conditions to such conversions. Consequently, where such conversions of Section 6(f) lands are proposed for transportation projects, replacement lands must be provided."<sup>42</sup> The DEIS/R does little to address this requirement.

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Given the extent of potential impacts, the analysis contains in the draft clearly fails to meet legal standards. Section 4(f) states: "The Secretary of Transportation shall cooperate and consult with the Secretaries of the Interior, Housing and Urban Development, and Agriculture, and with the states, in developing transportation plans and programs that include measures to maintain or enhance the natural beauty of lands crossed by transportation activities or facilities."<sup>43</sup>

Section 4(f) requires analysis of alternatives be conducted, and specific mitigation measures identified, before an alignment choice is made. This process must occur before the project is approved so that the public can meaningfully comment before these parks are slated for degradation or destruction.

## **B. Federal and State Civil Rights and Environmental Justice Laws**

### **1. Federal Title VI and its Regulations**

Title VI of the Civil Rights of 1964 and its implementing regulations prohibit both intentional discrimination based on race, color or national origin, and unjustified discriminatory impacts for which there are less discriminatory alternatives, by applicants for or recipients of federal funds including recipients of funds from the Department of Transportation. Title VI provides: "No person in the United States shall on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."<sup>44</sup>

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The regulations that every federal agency has enacted pursuant to Title VI bar criteria or methods of administration by recipients of federal funds that have the effect of subjecting persons to discrimination because of their race, color, or national origin, or have the effect of defeating or substantially impairing accomplishment of the objectives of a program with respect to individuals of a particular race, color, or national origin. An important purpose of the statutory schemes is to assure that recipients of public funds not maintain policies or practices that result in racial discrimination.

<sup>41</sup> Compare *Brooks v. Volpe* (W.D. Wash. 1971) 350 F. Supp. 269, 282, *aff'd* (9<sup>th</sup> Cir. 1973) 487 F.2d 1344 (Section 4(f) determination that relies on a deficient EIS is invalid).

<sup>42</sup> DEIS/R at 3.16-1.2 (citing 16 U.S.C. §§ 460-4-460-11); see DEIS/R at 3.16-1.2 (citing California Park Preservation Act of 1971, California Public Resources Code § 5400 *et seq.*) (similar).

<sup>43</sup> 49 U.S.C. § 303(b); DEIR at 3.16-1.

<sup>44</sup> 42 U.S.C. § 2000d (2004). The Equal Protection Clause of the Fourteenth Amendment to the United States Constitution also prohibits intentional discrimination. See also Section 1983 of the Civil Rights Act of 1871.

## 2. The President's Order on Environmental Justice

The President's Order on Environmental Justice requires that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."<sup>45</sup> "Each Federal agency shall conduct its programs, policies, and activities that substantially effect human health or the environment, in a manner that ensures that such programs, policies, and activities do not have the effect of excluding persons (including populations) from participation in, denying persons (including populations) the benefits of, or subjecting persons (including populations) to discrimination under, such programs, policies, and activities, because of their race, color, or national origin."<sup>46</sup> Each agency must gather, analyze, and publish information about the impact of its actions on diverse populations.<sup>47</sup>  
California Civil Rights and Environmental Justice Laws

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## 3. California Civil Rights and Environmental Justice Law

California law also prohibits intentional discrimination and unjustified discriminatory impacts under Government Code section 11135.<sup>48</sup>

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In addition, California law defines environmental justice as "the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies."<sup>49</sup>

## 4. Discriminatory Actions

Proceeding with the HST under the current DEIS/R would violate both the disparate impact and intentional discrimination standards under federal and state laws.

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### a. Unjustified Discriminatory Impacts.

There are three prongs to the discriminatory impact: (1) whether an agency action has a disproportionate impact based on race, ethnicity, or national origin; (2) if so, whether the action is justified by business necessity; and (3) even if the action would otherwise be justified, the action is prohibited if there are less discriminatory alternatives to accomplish the same objective.<sup>50</sup>

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Applying the discriminatory impact standard here, (1) people of color and low income communities are disproportionately denied the benefits of parks and open space including the Cornfield and Taylor Yard, as demonstrated in the State Park Comments quoted above. (2) There is no business necessity to justify those disparities, and the DEIS/R presents none. (3) There are less discriminatory

<sup>45</sup> Executive Order 12,898 at § 1-101 (Feb. 11, 1994).

<sup>46</sup> *Id.* at § 2-2.

<sup>47</sup> *Id.* at § 3-3.

<sup>48</sup> See Cal Gov. Code § 11135 *et seq.*; 22 CCR § 9810.

<sup>49</sup> Cal. Gov. Code § 65040.12. The Governor's Office of Planning and Research is currently working on implementing this code section.

<sup>50</sup> *Larry P. v. Riles*, 793 F.2d 969, 983 (9th Cir. 1984).



alternatives, as discussed throughout our public comments.

#### **b. Intentional Discrimination**

To evaluate an intentional discrimination claim, courts consider the following kinds of evidence: (1) the impact of the action, whether it bears more heavily on one racial or ethnic group than another; (2) any history of discrimination; (3) any departures from procedural norms; (4) any departures from substantive norms; (5) the decision maker's knowledge of the harm caused and would continue to cause; (6) a pattern or practice of discrimination.<sup>51</sup>

Applying the intentional discrimination analysis here: (1) The impact analysis is the same as above. (2) and (6) There is a history and pattern of discrimination by transportation authorities, particularly rail authorities, against communities of color and low-income communities in the heart of Los Angeles and throughout California, as discussed below. (3) and (4) The DEIS/R are replete with procedural and substantive irregularities, as demonstrated throughout the comments submitted by State Parks, Planning and Conservation League, Natural Resources Defense Council, and others. (5) Decision-makers know the impact their actions would have on communities of color and low income communities. We document those impacts here.

"[Our] intent here is not to paint a simplistic scene of victims and aggressors, with single proximate factors of cause and effect, but to recognize that the complexities and ambiguities of this nation's multicultural past and present and the ways in which American 'society' has used our impacted Earth cannot be separated from underlying values that allow racism and inequities in political and economic power."<sup>52</sup>

The fact that low-income people of color disproportionately live in areas without adequate access to parks and recreation is not an accident of unplanned growth, but rather the result of a continuing history and pattern of discriminatory transportation policies, discriminatory land use planning, restrictive housing covenants, federal mortgage subsidies restricted to racially homogenous neighborhoods, and discriminatory park funding policies and practices.<sup>53</sup>

#### **c. The Continuing History and Pattern of Discrimination by Transportation Authorities in the Cornfield and Taylor Yard Communities and Beyond**

The continuing history and pattern of discrimination by transportation authorities against people of color in California, including the communities surrounding the Cornfield and Taylor Yard, has been extensively documented.

The Cornfield today lies across the street from New Chinatown and a stone's throw away from old

<sup>51</sup> See *Village of Arlington Heights v. Metropolitan Housing Dev. Corp.*, 429 U.S. 252, 265 (1977); *United States Department of Justice, Civil Rights Division, Title VI Legal Manual* (Sept. 1998) at 49-53 and authorities cited.

<sup>52</sup> Alison H. Deming and Laurent E. Savoy, *The Colors of Nature: Culture, Identity, and the Natural World* 10 (2002) (hereafter *Colors of Nature*).

<sup>53</sup> The Federal Housing Administration Manual of 1938, for example, states: "If a neighborhood is to retain stability, it is necessary that properties shall continue to be occupied by the same racial classes. A change in social or racial occupancy generally contributes to instability and a decline in values." See also Mike Davis, *City of Quartz* 160-64 (1990); Mike Davis, "How Eden Lost Its Garden," chapter in *Ecology of Fear* (2000).

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Chinatown. Historically railroad authorities acting under color of law “discriminated against [the Chinese] in every way possible, and the state did all it could to degrade them and deny them a decent livelihood.” Stephen E. Ambrose, *Nothing Like It in the World: The Men Who Built the Transcontinental Railroad 1863-1869* at 150 (2000). *Accord, id.* at 150-51, 153-54, 378; David Haward Bain, *Empire Express: Building the First Transcontinental Railroad* 205-07 and authorities cited (2000); David Haward Bain, *The Old Iron Road* 200-02, 264-65, 356-57 (2004).

The locations of both Old and New Chinatown were determined by discriminatory policies and practices. By the end of the nineteenth century, the Chinese had been systematically squeezed into a small part of El Pueblo on the southwest side of the Plaza towards the Los Angeles River through discriminatory enforcement of health regulations, arson, violence, and the destruction of buildings as a result of racial discrimination and fears that Chinese would lower property values. In 1871, a mob that included police officers committed the random lynching murders of nineteen Chinese residents.<sup>54</sup> The Mayor of Los Angeles, a City Council member, the Chief of Police, and a railroad employee were implicated in the Chinatown Massacre that first brought Los Angeles to international attention. The Massacre started on Calle de los Negros—called “Nigger Alley” at the time—within walking distance of the Cornfield and the present Union Station.<sup>55</sup>

In the 1920s and 1930s, the three railroads—Union Pacific, Southern Pacific, and the Atchison, Topeka & Santa Fe—planned to construct a terminal downtown. Old Chinatown was destroyed and residents were relocated to the present site of New Chinatown to make room for Union Station. The City Municipal Housing Commission did not even approve a plan to relocate Chinatown until weeks after the demolition started. New Chinatown was built on vacant Southern Pacific railroad land west of the Cornfield. Today Union Station is listed in the National Register of Historic Places for its architectural, historical, and archeological values. An interpretive panel on a walking tour outside Union Station makes no mention of the destruction of the community in Old Chinatown.<sup>56</sup>

Today four freeways eviscerate the communities of color surrounding the Cornfield and nearby Taylor Yard. *See* Robert García, *et al.*, *The Cornfield and the Flow of History: People, Place, and Culture* 5 (2004).<sup>57</sup>

In the 1950s, transportation authorities ran a freeway through beautiful Hollenbeck Park in disproportionately Latino East L.A.<sup>58</sup> Today the largest open space in East L.A. is Evergreen Cemetery.<sup>59</sup>

In the 1970s the Center for Law in the Public Interest filed a lawsuit on environmental quality and civil rights grounds against the Century Freeway in what is now recognized as one of the earliest environmental justice victories in the country. The litigation continued for over 30 years and resulted

<sup>54</sup> *See* Robert S. Greenwood, *Down by the Station: Los Angeles Chinatown, 1880-1933* at 10-12, 37-40 (1996); James P. Allen and Eugene Turner, *Changing Faces, Changing Places: Mapping Southern Californians* 37 (2002); Brian Niiya, *ed.*, *Encyclopedia of Japanese American History* (2001) at 111-12.

<sup>55</sup> Paul M. De Falla, “Lantern in the Western Sky,” *Historical Society of Southern California Quarterly* at 57 (1960).

<sup>56</sup> *See generally* Robert S. Greenwood, *Down by the Station: Los Angeles Chinatown, 1880-1933* at 10-12, 37-40 (1996).

<sup>57</sup> Available on the web at [www.clipi.org](http://www.clipi.org).

<sup>58</sup> *See* [www.usc.edu/neighborhoods/hsc/parks](http://www.usc.edu/neighborhoods/hsc/parks).

<sup>59</sup> *See, e.g.*, Miguel Bustillo, *Former Foes Unite Behind a Proposal to Turn Old Reservoir Site into Park*, L.A. Times, Jan. 15, 2004.

in massive programs including the creation of jobs, affordable housing, and public transit to distribute the benefits and burdens of the project more fairly.<sup>60</sup>

The Los Angeles County Metropolitan Transportation Authority settled the historic civil rights and environmental justice lawsuit filed by the NAACP Legal Defense & Education Fund, Inc., alleging that MTA operated separate and unequal bus and rail systems that discriminated against the working poor and low income communities of color by agreeing to invest what now amounts to over \$2 billion in the bus system. See Robert García and Thomas A. Rubin, "Crossroad Blues: The MTA Consent Decree and Just Transportation," chapter in Karen Lucas, ed., *Running on Empty: Transport, Social Exclusion and Environmental Justice* (2004).

#### IV. Implementing the Vision and Values

##### A. Environmental Justice, the Cornfield, and Taylor Yard

The State Park Comments recognize that "[p]roposed alternative HST corridors impacting both the Taylor Yard and Cornfield properties clearly raise the environmental justice issue."<sup>61</sup>

The Center for Law in the Public Interest has long documented the environmental justice impacts of environmental degradation in the Cornfield and Taylor Yard communities. See Robert García *et al.*, *The Cornfield and the Flow of History: People, Place, and Culture* (2004);<sup>62</sup> Robert García *et al.*, *Dreams of Fields: Soccer, Community, and Equal Justice*, Center for Law in the Public Interest (2002).<sup>63</sup> Accord, *Cornfield State Park Advisory Committee, Recommendations Report: Vision, Themes, Community* (2003).<sup>64</sup>

The State Park Comments describe these environmental justice concerns in detail:

The Cornfield property was the site of a recent hard-fought community battle to stop industrial development and secure the site for badly needed public open space. Purchased by California State Parks for \$33 million, the site will be transformed from a former rail yard and brownfield into a verdant park and gathering place to celebrate, examine, and experience over 10,000 years of history and culture of Los Angeles. It has long been considered one of the most important cultural sites in Los Angeles, as it is tied closely to the story of the area from the earliest human settlements. Indigenous Native American tribes lived in the area for as long as 9,000 years. The site includes portions of the village of Yangna, the site for Spanish colonization of the area with the establishment of El Pueblo de Los Angeles. Also found here are fragments of "Zanja Madre" (the original water system dating from 1789 that supplied water to Spanish settlement of El Pueblo de Los Angeles), and other archeological sites with significant subsurface historic structures . . . .<sup>65</sup>

<sup>60</sup> See, e.g., Bill Lann Lee, *Civil Rights and Legal Remedies: A Plan of Action*, chapter in Robert D. Bullard & Glenn S. Johnson, *Just Transportation* 156, 157 (1997); *Keith v. Volpe*, 858 F. 2d 467 (9<sup>th</sup> Cir. 1988), 506 F.2d 696 (9<sup>th</sup> Cir. 1974).

<sup>61</sup> State Park Comments at 32.

<sup>62</sup> Available on the web at [www.clipi.org](http://www.clipi.org).

<sup>63</sup> *Id.*

<sup>64</sup> Available on the web at <http://www.parks.ca.gov/pages/21491/files/RecommendationsReport.pdf>

<sup>65</sup> State Park Comments at 31.

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If the HST alignment tunnels under the park entirely and emerges towards the downtown area in a way that conflicts with the view of downtown Los Angeles, the notion of Cornfield as a vantage point for a welcoming view of the city will be seriously compromised. Substantial mitigation would have to be established, perhaps involving far more tunneling than currently envisioned for this alignment. If the HST alignment involves emerging from the tunnel while on the Cornfield site, the open space and related recreation values of the property will be diminished along with the view. This alignment particularly threatens future uses including recreational open space and the proposed Los Angeles History Interpretive Center of Statewide significance. If the HST alignment involves an elevated line that crosses the river to the south of the Cornfield site, the view of downtown Los Angeles from the site could be compromised.<sup>66</sup>

Recreation at the Taylor Yard property could be compromised if the HST project follows an elevated rail line along the northeastern park boundary as proposed. That alternative may interfere (visually and through disturbances caused by additional passing trains) with the intent of the park plan to provide a natural setting for recreation as a respite from urbanization.<sup>67</sup>

The DEIS/R also fails to address the safety issue of the HST alternative traveling near or through a park. In addition to pollution, noise, and soccer balls rolling toward RR tracks, the risk of derailments must be considered.

#### **B. Land Use and Planning, Communities and Neighborhoods, Property, and Environmental Justice**

The DEIS/R fails to adequately address environmental justice impacts. A revised DEIS/R must fully address these potential impacts in compliance with Order DOT 5610.2 and other applicable guidelines. The discussion of these impacts is largely and inappropriately deferred until project-level review occurs. This approach renders it impossible to redirect alignments or stations based on environmental justice impacts because it will be too late.

The DEIS/R addresses the impacts on land uses. "The potential compatibility of the alternatives with existing land use is evaluated based on the potential sensitivity of various land uses to the changes which would be included with the Modal and HST Alternatives, and the potential impact of these changes on existing and planned land uses."<sup>68</sup> Under this means of evaluation, alignment choices within the existing right of way are always considered low impacts.<sup>69</sup> This appears to underestimate the actual impacts of the project. HST alignments that travel within existing rights of way may still pose new, or magnify existing, negative impacts on surrounding communities and resources. These potentially significant impacts are inadequately addressed in the DEIS/R.

<sup>66</sup> *Id.*

<sup>67</sup> *Id.* at 30.

<sup>68</sup> DEIS/R at 3.7-2.

<sup>69</sup> See DEIS/R at 3.7-4 (Table 3.7-2).

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The study area for land use compatibility is .25 miles on either side from the centerline of the rail, stations, and other potential HST related facilities.<sup>70</sup> For property impacts, the study area is 100 feet on either side of the centerline.<sup>71</sup> Realistically speaking, a property that is 150 feet or 200 feet from a train speeding by at 200 miles per hour ("mph") eight times a day will be significantly impacted by those occurrences. Both of these study areas need to be expanded to adequately assess potential impacts.

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The DEIS/R also addresses the impacts on environmental justice communities. The study area for environmental justice communities is .25 miles on either side from the centerline of the rail, stations, and other potential HST related facilities.<sup>72</sup> This study area also needs to be expanded to adequately assess the impacts from the HST. A more appropriate area for assessing such impacts would be the same area used to identify a community as an environmental justice community. Expanding the study area in this manner would provide a more accurate review of the communities impacted by the project.

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Even within this limited study area, the discussion of environmental justice impacts in the DEIS/R does not comply with existing laws and regulations. For example:

Planning and programming activities that shall have the potential to have a disproportionately high and adverse effect on human health or the environment shall include explicit consideration of the effects on minority populations and low-income populations. Procedures shall be established or expanded, as necessary, to provide *meaningful opportunities for public involvement by members of minority populations* and low-income populations during the planning and development of programs, policies and activities.<sup>73</sup>

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In spite of this specific guidance, there is little analysis of environmental justice concerns, or specific discussion of efforts to "provide meaningful opportunities for public involvement by members of minority populations and low-income populations." This is troubling considering many of the proposed HST station stops are located "within a minority population." A supplement to the DEIS/R should engage communities around potential HST alignment and station stops to more fully assess and address environmental justice concerns.

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The DEIS/R fails to discuss any measures to mitigate the impacts HST will have on land use or environmental justice communities. Instead the draft saves for the project level analyses discussion of consistency with existing and planned land use, neighborhood access needs, multi-modal connectivity opportunities, and outreach to potential environmental justice communities.<sup>74</sup> For the Authority and the FRA to present an adequate and accurate analysis of the impacts that the HST will impose, and measures that will mitigate that impact, these issues need to be explored in the DEIS/R.

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### C. Recreation and Human Health

<sup>70</sup> DEIS/R at 3.7-5.

<sup>71</sup> DEIS/R at 3.7-5.

<sup>72</sup> DEIS/R at 3.7-5.

<sup>73</sup> U.S. Department of Transportation, *Environmental Justice in Minority Populations and Low-Income Populations*, Order DOT 5610.2 (emphasis added).

<sup>74</sup> DEIS/R at 3.7-26, 27.



The proposed project has the potential to cause physical changes in the state's recreation environment. The HST also raises serious create safety concerns for children, families, and individuals who participate in recreational activities. The impact on the environment for recreation is not discussed or analyzed in a single location. Disparate parts of the DEIS/R discussing recreation should appear in a separate recreation chapter. The loss of or significant impact to recreation should be considered a socio-economic effect. The DEIS/R should analyze socioeconomic and environmental justice impacts and propose mitigation for the effect that the loss of recreation will have on local economies.<sup>75</sup>

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## 1. Recreation

As the State Park Comments emphasize:

The importance of recreation in modern society cannot be overestimated. The opportunity to alter the pace of modern life and experience historic and natural settings or more actively participate in outdoor activities has been shown to improve societal well-being by maintaining the physical and emotional health and wellness of individuals and contributes to reduction in crime. Recreational activities on State, local, and regional parklands, open space, and trails provide strong support for community values and serves as a mechanism and social bridge for integrating people of all races, ages, incomes, and abilities. These lands educate, challenge, inspire, and entertain our children, offer safe and secure places for families and seniors, protect and conserve our natural and cultural resources. They also help to strengthen and stimulate California's economy through recreation-related sales of clothing, equipment, fees and services and the revenues generated from the tourism and hospitality industries. As California's population is expected to grow by nearly 30% in the next quarter century, the demand for recreational resources and open space to support this population demand as well as increased efforts to protect existing lands dedicated to this recreation purpose.<sup>76</sup>

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## 2. Health and Recreation

The human health implications of the need for active recreation in the Cornfield and Taylor Yard are profound. See generally Robert García *et al.*, "Healthy Children, Healthy Communities: Schools, Parks, Recreation, and Sustainable Regional Planning," *Fordham Urban Law Journal Symposium on Urban Equity* (forthcoming fall 2004).

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If current trends in obesity, inactivity, and disease continue, today's youth will be the first generation in this nation's history to face a shorter life expectancy than their parents.<sup>77</sup> Adult onset diabetes now increasingly strikes children at younger and younger ages. As a result, children are more likely to suffer long range effects including death, loss of limbs, and blindness. This health crisis currently costs the U.S. over \$100 billion and 400,000 deaths each year.

<sup>75</sup> Cf. State Park Comments at 9-11.

<sup>76</sup> *Id.* at 11. See also generally, Robert García *et al.*, *Dreams of Fields: Soccer, Community, and Equal Justice*, Center for Law in the Public Interest (2002) ([www.clipi.org](http://www.clipi.org)).

<sup>77</sup> Eloisa Gonzalez, MD, MPH, (Jan. 21, 2004), L.A. County Dep't of Public Health, *Los Angeles Unified School District (LAUSD) Citizens' School Bond Oversight Committee*; see also Jennifer Radcliffe, *Going to War against Epidemic of Childhood Obesity*, Daily News, Jan. 27, 2004, at 1.

In California, 27% of children are overweight and 40% are unfit.<sup>78</sup> Only 24% of the state's fifth-seventh- and ninth-graders met minimal physical fitness standards last year.<sup>79</sup> The numbers are even lower within LAUSD, where just 17% of fifth-graders, 16% of seventh-graders, and less than 11% of ninth-graders met all six of the minimum fitness standards in the 2002-2003 school year.<sup>80</sup> Over 91% of the students in LAUSD are students of color. The assembly districts with the highest proportion of overweight children in California also have the highest concentration of people of color.<sup>81</sup>

There is not adequate open space for recreation in Southern California, particularly for inner city residents.<sup>82</sup> All communities suffer from obesity and inactivity, but communities of color and low income communities suffer first and worst. Communities of color and low-income communities are disproportionately denied the benefits of safe open spaces for recreation, and disproportionately suffer from diseases related to obesity and inactivity.

#### OVERWEIGHT AND UNFIT CHILDREN IN CALIFORNIA<sup>83</sup>

RACE/ETHNICITY	OVERWEIGHT	UNFIT
Latino	34%	45%
African American	29%	46%
White	20%	34%
Asian	18%	36%

#### DIABETES IN CALIFORNIA<sup>84</sup>

RACE/ETHNICITY	AGE 18+	AGE 50-64
African American	10%	21%
American Indian and Alaskan Native	9%	20%
Latino	6%	18%
White	6%	8%
Asian and Native Hawaiian and Other Pacific Islanders	5%	11%

<sup>78</sup> Press Release, CA Dept. of Educ., *State Schools Chief O'Connell Announces California Kids' 2002 Physical Fitness Results*, (Jan. 28, 2003) [hereinafter *California Kids*]. In California, all students in grades 5, 7, and 9 are required to take the California Fitness Test in order to assess physical fitness in six health fitness areas: aerobic capacity, body composition, abdominal strength, trunk extension strength, upper body strength and flexibility. *Id.* Students must meet all six standards in order to be considered fit. *Id.*

<sup>79</sup> *Id.*

<sup>80</sup> Cara Mia DiMassa, *Campus Crowding Can Make P.E. a Challenge*, L.A. Times, Nov. 19, 2003, Metro Part B, at 2.

<sup>81</sup> California Center for Public Health Advocacy, *An Epidemic: Overweight and Unfit Children in California Assembly Districts*, 5 (Dec. 2002) [hereinafter "*An Epidemic*"], available at <http://www.gisplanning.net/publichealth/help.asp>.

<sup>82</sup> See Richard J. Jackson, MD, MPH and Chris Kochtitzky, MSP, *Sprawl Watch Clearinghouse Monograph Series, Public Health/Land Use Monograph, Creating a Healthy Environment: The Impact of the Built Environment on Public Health* [hereinafter *Jackson*], available at <http://www.sprawlwatch.org/health.pdf>.

<sup>83</sup> Source: California Center for Public Health Advocacy, *An Epidemic: Overweight and Unfit Children in California Assembly Districts* (Dec. 2002).

<sup>84</sup> Source: UCLA Center for Health and Policy Research, *Diabetes in California: Findings from the 2001 Health Interview Survey*.

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The benefits of open space extend beyond physical health. Research links open green spaces to improved mental health. For example, symptoms of children with attention deficit disorder ("ADD") are relieved by contact with nature.<sup>85</sup> Views of nature benefit the mental health of children without ADD as well. African-American children in low-income inner city environments, and non-Hispanic white children from high income families, concentrate better with views of open space.<sup>86</sup> Girls score higher on self discipline tests when taken with a natural view.<sup>87</sup>

The state of California currently does not adequately enforce its physical education requirements.<sup>88</sup> Physical education classes have so many students that teachers cannot give students the individual attention they need.<sup>89</sup> The average student-teacher ratio is 43-1, far exceeding the national recommendation of 25-1.<sup>90</sup> In LAUSD, middle school physical education classes average 55 to 65 students per class, with some gym classes exceeding 70 students per teacher.<sup>91</sup> As a result, students in physical education sessions may spend more time standing on the sidelines waiting their turn, rather than actually participating in activity.<sup>92</sup>

Regular physical activity is associated with enhanced health and reduced risk for all-cause mortality, heart disease, diabetes, hypertension, and cancer.<sup>93</sup> Physical activity for children and adolescents helps to build and maintain healthy bones, muscles, and joints; prevent or delay the development of high blood pressure; and reduce feelings of depression and anxiety.<sup>94</sup> People who are inactive are twice as likely to experience symptoms of depression as are more active people.<sup>95</sup> Depression can lead to suicide, the ninth-leading cause of death in America. Physical activity relieves symptoms of depression and anxiety and improves mood by providing opportunities for social interaction, increased feelings of self-mastery and self-efficacy, and relief from daily stress.

Programs in the Cornfield and Taylor Yard can make a difference in students' lives and health. Physically fit students perform better academically.<sup>96</sup> Recreation programs can build character, pride, self esteem, teamwork, leadership, concentration, dedication, fair play, mutual respect, social skills,

<sup>85</sup> A. Faber Taylor, *et al* "Coping with ADD: The surprising connection to green play settings," *Environment & Behavior* 33, 54-77 (2001).

<sup>86</sup> *Id.* See also A. Faber Taylor, *et al.*, "Views of Nature and Self-Discipline: Evidence from Inner City Children," *Journal of Environmental Psychology* (2001).

<sup>87</sup> *Id.*

<sup>88</sup> Vicki Kemper, *New Priorities Leave PE, Obese Children Behind*, L.A. Times, Sept. 15, 2003, quoting Dianne Wilson-Graham, director of physical education in California.

<sup>89</sup> U.S. Dept. of Health and Human Services and U.S. Dept. of Education, *Promoting Better Health for Young People Through Physical Activity and Sports*, 11 (Fall 2001) [hereinafter "Promoting Better Health for Young People"], available at [http://www.cdc.gov/ncedphp/dash/physicalactivity/promoting\\_health/index.htm](http://www.cdc.gov/ncedphp/dash/physicalactivity/promoting_health/index.htm).

<sup>90</sup> Cara Mia Dimassa, *Campus Crowding Can Make PE a Challenge*, L.A. Times, Nov. 19, 2003, at B2.

<sup>91</sup> *Id.*

<sup>92</sup> Prevention Institute, *Strategies for Action: Integrating Nutrition and Physical Activity Promotion to Reach Low-Income Californians* 11 (October 2001), available at <http://www.preventioninstitute.org/nutrapp.html>.

<sup>93</sup> U.S. Dept. of Health and Human Services, *Physical Activity and Health: A Report of the Surgeon General*, 236 at 7, 85-87, 90-91, 102-03, 110-12, 127-30, 135 (1997) [hereinafter "Surgeon General"], available at <http://www.cdc.gov/nccdphp/sgr/pdf/sgrfull.pdf>.

<sup>94</sup> *Promoting Better Health for Young People*, *supra*, at 7.

<sup>95</sup> *Surgeon General*, *supra*, at 135-36, 141.

<sup>96</sup> Press Release, CA Dep't of Educ., *State Study Proves Physically Fit Kids Perform Better Academically*, (Dec. 10, 2002), available at <http://www.cde.ca.gov/news/releases2002/rel37.asp>.

#11  
#1 Recreation Parks

A1 env justice

#1 social cost



and healthier bodies for children.<sup>97</sup> Recreation programs can help keep children in school; develop academic skills to do better in school and in life; and increase access to higher education.<sup>98</sup> Male athletes are four times more likely to be admitted to Ivy League colleges than are other males; for female recruits, the advantage is even greater.<sup>99</sup>

Recreation programs provide alternatives to gangs, drugs, violence, crime, and teen sex. A national survey of more than 14,000 teenagers found that those who took part in team sports were less likely to have unhealthy eating habits, smoke, have premarital sex, use drugs, or carry weapons.<sup>100</sup> The Los Angeles County District Attorney concluded that among the reasons young people join gangs is "[the exclusion] by distance and discrimination from adult-supervised park programs."<sup>101</sup> The study recommends that "alternative activities like recreation" should be part of every gang prevention strategy.<sup>102</sup>

### 3. Economic Costs of Obesity and Inactivity

The Surgeon General estimates the national cost of overweight and obesity in the year 2000 to have been \$117 billion, with \$61 billion in direct costs (including preventive, diagnostic, and treatment services related to overweight and obesity) and \$56 billion in indirect costs (the value of wages lost by people unable to work because of illness or disability, as well as the value of future earnings lost by premature death).<sup>103</sup>

The DEIS/R must analyze the impact of various alternatives on human health and recreation in fitness and economic terms.

### D. Cultural and Heritage Resources

The California Department of Parks and Recreation has published a study emphasizing the public's need to become more aware of California's cultural diversity and its tangible manifestations on our land. *Five Views: An Ethnic Sites Survey for California* (1982) can serve as a guide for addressing the impacts of the HST on the cultural and heritage resources in state parks like the Cornfield and Taylor Yard.<sup>104</sup>

From the time of the Tongvas, who built the village of Yangna near the Cornfield, the Cornfield and its surroundings have been a place imbued with the diverse history of Los Angeles.<sup>105</sup> The Tongva

<sup>97</sup> See Anastasia Loukaitou-Sederis & Orit Stieglitz, *Children in Los Angeles Parks: A Study of Equity, Quality, and Children Satisfaction with Neighborhood Parks*, Town Planning Review 1-6 (2002).

<sup>98</sup> *Id.*

<sup>99</sup> See William G. Bowen *et al.*, *Reclaiming the Game: College Sports and Educational Values* (2003).

<sup>100</sup> Russell R. Pate *et al.*, *Sports Participation and Health-Related Behaviors Among US Youth*, Archives of Pediatrics and Adolescent Medicine (Sept. 2000).

<sup>101</sup> L.A. District Att'y, *Gangs, Crime and Violence in Los Angeles: Findings and Proposals from the District Attorney's Office* (1992).

<sup>102</sup> *Id.*

<sup>103</sup> U.S. Dept. of Health and Human Services, *The Surgeon General's Call to Action To Prevent and Decrease Overweight and Obesity* 9-10 (2001) [hereinafter "*Call to Action*"], available at <http://www.surgeongeneral.gov/topics/obesity/calltoaction/CalltoAction.pdf>.

<sup>104</sup> *Five Views* is available online at [http://www.cr.nps.gov/history/online\\_books/5views/5views.htm](http://www.cr.nps.gov/history/online_books/5views/5views.htm).

<sup>105</sup> Robert Garcia *et al.*, *The Cornfield and the Flow of History: People, Place, and Culture*, Center for Law in the Public

#1  
CIVIL  
Justice

Indians settled the area near the Cornfield and Taylor Yard before the arrival of the Spaniards. According to Chief Anthony Morales and tribe member Mark Acuna, Tongva families played "shinny," a game similar to soccer, and enjoyed other field sports along the river. Chief Morales and Mr. Acuna support the importance of positive active recreation for children along the Los Angeles River today.

"California's native games and toys are a reflection of the natural history of the state—its mountains, rivers, deserts, wetlands, woodlands, and seashore—and California's first people."<sup>106</sup> Native Californians had a "passion for football-type games."<sup>107</sup> They "drove, tossed, or batted balls of mountain mahogany, braided buckskin, or polished stone, stuffed deerhide or seasoned laurel knots."<sup>87</sup> In most shinny- and soccer-like games, teams tried to score by getting the ball past the other team and through goal posts, or through a hole."<sup>108</sup> Soccer-like games involving balls and goal posts were river games—games played along river beds throughout California.<sup>109</sup>

The vision for the planned state park in the Cornfield is based, in large part, on the essential themes of culture and history. According to the Cornfield State Parks Advisory Committee:

The Cornfield site is a conduit to understanding the story of Los Angeles from its earliest beginnings. The local resources past, present, and future reveal cultural, economic, and historical narratives of a broader, region-wide scope reflective of the city at large through time. The location of the site at the city's heart along with the centrality of these resources present a unique opportunity in Los Angeles to forge a connection of people, history, and place by opening a window to understanding the past and tracing the present into the future.

\* \* \*

The site should embrace the spirit and hopes of the multi-ethnic communities whose histories and struggles are interwoven with the Cornfield. People have lived and worked in this vicinity for many generations.

\* \* \*

Flowing through the site, the zanja system for water distribution was an open (diversion) ditch. The zanja system was developed soon after the founding of the pueblo in September 1781 and served Los Angeles as the primary source of domestic and irrigation water until 1904.

*Cornfield State Park Advisory Committee, Recommendations Report: Vision, Themes, Community 9-12 (2003).*<sup>110</sup>

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Interest 2 (2004) (available at [www.clipi.org](http://www.clipi.org)).

<sup>106</sup> Jeannine Gendar, *Grass Games & Moon Races: California Indian Games and Toys* 15 (1995).

<sup>107</sup> *Id.* at 17.

<sup>108</sup> *Id.* at 23.

<sup>109</sup> *See id.* at 20, 23, 25.

<sup>110</sup> Available on the web at <http://www.parks.ca.gov/pages/21491/files/RecommendationsReport.pdf>

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The rich cultural and heritage resources of the Cornfield and Taylor Yard are jeopardized by the HST as presented in the DEIS/R. The DEIS/R must analyze the impact of various alternatives on cultural and heritage resources like those related to the Cornfield and Taylor Yard.

#### **E. Economic Benefits, Small Business Opportunities, and Jobs**

Communities surrounding the Cornfield and Taylor Yard are disproportionately poor and lack access to quality jobs, small business opportunities, and other economic benefits of public work projects like HST. The DEIS/R must thoroughly address how the Authority will ensure the fair distribution of the economic benefits generated by high speed rail.

LAUSD is currently investing over \$15 billion to build new schools and modernize existing schools, one of the largest public work projects in the nation. LAUSD has published reports on the policies and practices it has implemented to create a level playing field for small businesses and to provide job training and employment opportunities for local workers.<sup>111</sup> The Authority should study this best practice example and others and implement similar policies to fairly distribute the economic benefits of high speed rail.

Contracting practices can result in unequal access to jobs. Large contracts can make it difficult for small-scale contractors to compete. Small businesses are excluded through complicated bidding procedures and large-scale projects that could be broken down into efficient smaller projects. Service contracts can be targeted for minority and women-owned small businesses. Access to job training and employment can provide an opportunity for access to the economic benefits of high speed rail. Job training programs can help low-income residents fulfill the demand for skilled labor. Different ways of packaging work could realize administrative savings while improving opportunities for minority and women-owned businesses and a diverse labor pool.<sup>112</sup>

#### **F. Cumulative Impacts**

NEPA and CEQA require public agencies to consider potential cumulative impacts.<sup>113</sup> This cumulative impacts analysis must consider past, present, and probable future transportation projects in the region or elsewhere in the western United States. Inconsistent with these requirements, the DEIR/S discussion of cumulative impacts is limited to present and future projects within areas that the HST would traverse.<sup>114</sup> This list leaves out key transportation projects such as the proposed expansion of Los Angeles International Airport ("LAX"). Failure to include such an important project undermines both the analysis and the credibility of the draft as a whole. The cumulative impacts analysis is unlawfully narrow in scope and limited in its discussion.

The DEIR/S fails to adequately specify mitigation measures for cumulative impacts. This failure is inconsistent with CEQA and NEPA. The Authority and FRA must prepare a specific and enforceable discussion of mitigation measures in a supplemental DEIR/S that is noticed and circulated for meaningful public comment.

<sup>111</sup> See, e.g., LAUSD Press Advisory, Los Angeles Unified School District Announces the "We Build" Program, July 13, 2004.

<sup>112</sup> *Id.* at 243-47, 251-53.

<sup>113</sup> 40 C.F.R. § 1508.7; 14 Cal. Code Regs. §§ 15216, 15130

<sup>114</sup> DEIR/S at Appendix 3.17-A

#1  
env  
justice

Chairman Petrillo, Mr. Mehdi, Mr. Rutter, and Members of the High Speed Rail Authority  
Re: *California High Speed Train Draft EIR/EIS and Impact on the Cornfield and Taylor Yard*  
August 31, 2004  
Page 23 of 23

## V. Request for Notification

Pursuant to California Public Resources Code Section 21092(b)(3), we request that the Authority mail any and all public notices or information concerning the DEIS/R to:

Robert García  
Executive Director  
Center for Law in the Public Interest  
3250 Ocean Park Boulevard, Suite 300  
Santa Monica, California 90405

## VI. Conclusion

Four of the central lessons of the environmental justice movement are that communities of color and low income communities disproportionately suffer from environmental degradation, are denied the benefits of public benefits including parks, lack the information necessary to understand the impact of environmental policies on all communities, and are denied full and fair public participation in the decision making process.

The serious inadequacies of the DEIS/R are symptomatic of fundamental deficiencies in the project itself. The Authority may not approve the project unless the DEIS/R is revised and recirculated to fully disclose and analyze the project's impacts and a proper range of alternatives. Given the multiple inadequacies discussed above, this DEIS/R cannot properly form the basis of a final EIS/R. The document is so fundamentally inadequate that meaningful public review and comment are precluded.<sup>115</sup>

We recommend that the High Speed Authority meaningfully address our environmental and social justice concerns through a new DEIS/R.

Respectfully submitted,

CENTER FOR LAW IN THE PUBLIC INTEREST

Robert García, Executive Director  
Erica S. Flores, Assistant Director

August 31, 2004

#7  
info  
Request

#1  
env  
justice

<sup>115</sup> See CEQA Guidelines § 15088.5.

Stuart Flashman

From: Stuart Flashman [stu@stuflash.com]  
Sent: Friday, April 03, 2009 1:55 PM  
To: HSR Comments  
Cc: David.Valenstein@dot.gov  
Subject: San Francisco to San Jose HST; San Jose to Merced HST  
Attachments: scoping letter for project EIRs-EISs.pdf

My apologies. I accidentally hit the "send" button before I had attached the letter. The letter is attached to this re-send.

Dear Mr. Leavitt,

Attached please find a scoping comment letter regarding the EIR/EIS documents for the above-referenced two projects. A copy of the letter is also being faxed and mailed to the Authority. Please provide confirmation of the letter's receipt.

#11 intro

Sincerely,

Stuart M. Flashman



Serving public interest and private clients since 1990

**Stuart Flashman**  
Attorney

[stu@stuflash.com](mailto:stu@stuflash.com)

**Law Offices of Stuart Flashman**

5626 Ocean View Drive  
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April 3, 2009

Mr. Dan Leavitt, Deputy Executive  
Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425.  
Sacramento, CA 95814

RE: Scoping Comments of Project-level EIR and EIS for San Francisco to San Jose  
and San Jose to Merced segments of California High Speed Train Project.

Dear Mr. Leavitt,

I am writing on behalf of the Planning and Conservation League, the California Rail Foundation, the Bay Rail Alliance and the Transportation Solutions Defense and Education Fund to comment on the scoping for the project-level Environmental Impact Report/Environmental Impact Studies ("EIR/Ss") for the two segments of the Bay Area to Central Valley High Speed Train Project, running from San Francisco to San Jose and from San Jose to Merced.

Obviously, to begin with, both these environmental studies are premised on the sufficiency of the environmental analysis contained in the previously-certified program-level EIR/EIS for this project. That certification is currently being challenged in litigation against the California High-Speed Rail Authority in Sacramento County Superior Court. If the court finds that the programmatic EIR/EIS (PEIR/S) was inadequate, the pending project-level analyses will need to either be suspended, or combined and expanded to address all of the issues that the programmatic level analysis purported to address. Specifically, consideration of alternative alignments, and particularly the Altamont Pass alignment, will need to be reconsidered, including an adequate analysis of any impacts which the court found were not adequately and accurately considered in the programmatic EIR/EIS.

Even assuming that the programmatic EIR/EIS survives the court challenge, there are issues that will need to be readdressed under Public Resources Code §21166 due to changes circumstances and new information arising since the certification of the programmatic EIR/EIS. A primary one among these is the issue of Union Pacific Railroad's (UP) right and need to use the Caltrain right-of-way between San Jose and San Francisco and its contractual right to control and/or restrict other uses of the right-of-way for intercity rail passenger service. Any plans for joint Caltrain/CHSRA use of the Caltrain right-of-way must address how this will be reconciled with UP's rights, and any impacts that would result from attempting to reconcile these potentially conflicting interests. In addition, the EIR/Ss need to address the expected need to purchase additional right-of way in the corridor if an accommodation with UP cannot be reached, including the impacts of property taking, displacing existing residents and businesses in the corridor, and destruction of mature trees along the right-of-way. If an accommodation with UP is reached allowing for joint use of right-of-way, the EIR/Ss must address the compatibility and public safety impacts that would be posed by such joint use of the right-of-way, and specifically the potential impacts to public safety that would be posed in the event of a freight train derailment. Most specifically, how would the Project protect against the potential of a high-speed train impacting upon a just-derailed freight train that obstructed or damaged the high-speed train track?

While the PEIR/S indicated that impacts on farmland and sensitive wetlands and wildlife habitat would be addressed in part through the purchase of replacement land or of restrictive covenants protecting land, it did not identify where such land would be located. At the project level, the EIR/Ss need to specify what replacement land will be

#1 intro

#1 background  
#1 impacts  
#2 ALIGNMENT  
ALTERNATIVES

#3 coordination  
w/ other  
agencies

#6 POW Acquisition  
#1 biological resources

#1 safety &  
security  
#3 coordination  
w/ other agencies

#1 biological  
resources  
#1 Agricultural  
resources  
#6 property  
values

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protected to mitigate the farmlands, wetlands, and wildlife habitat impacts of the project. The EIR/Ss also needs to analyze the relative values of the land that would be used in the project against the replacement land proposed for protection. Obviously, in order to avoid significant impacts, the values of the replacement land must be at least equal to those of the lands being lost. In particular, the land must be evaluated based on its geographic location and associated values, including value as recovery habitat for protected species and value as habitat in wildlife corridors.

Each EIR/S must also address in detail the project's potential impacts on nearby residents and businesses, including specifically visual, aesthetic, noise and vibration impacts. If mitigation measures such as sound barriers are proposed, the secondary impacts associated with those measures also need to be assessed, and specifically their visual and aesthetic impacts and impacts on community character and cohesion. Given that the proposed right-of-way runs through the hearts of many of the communities being traversed, the visual and community-dividing impacts of having an embankment-mounted trackway plus associated soundwalls must be considered significant and, in all likelihood, unavoidable. From that standpoint, alternatives that would avoid these impacts, including reopening the Altamont Pass alignment alternative, must be considered, especially because the PEIR/S failed to assess these impacts, leaving them for the project-level analysis.

Beyond this, if the DEIR/Ss identify any significant and unavoidable impacts not already disclosed by the prior PEIR/S, the alternatives analysis should be reopened to determine whether any of the previously-rejected alternatives, and most notably an alternative using the Altamont Pass alignment, could avoid the project's significant impacts. If so, the consideration of such alternatives needs to be reopened.

The PEIR/S indicated that it expected traffic and air quality impacts associated with station locations could be fully mitigated at the project level. Each of the current project EIR/Ss should therefore include identification of the specific proposed station locations and characteristics and analysis of the potential impacts, including noise, traffic, air quality, and land use impacts, that would be associated. Obviously, all impacts found to be potentially significant must be mitigated. Among the mitigation measures that should be considered in mitigating station location impacts are measures that would provide incentives for using public transit to reach the stations and disincentives to the use of private automobiles for station access. There obviously should be no free parking at the station, and parking should be priced to discourage the use of private autos to access the station. In addition, the Authority should strongly consider requiring the local jurisdiction to put in place parking restrictions in the area surrounding each station to reduce the potential for passengers leaving their cars parked on local streets near the station while they take the train. This is commonly done, for example, in the areas surrounding BART stations in the San Francisco Bay area.

The Authority has indicated it intends the entire high speed rail system to be "carbon neutral." Assuming the association is serious about this, it should consider in the system's carbon balance not only direct CO2 production in powering the high-speed trains, but also CO2 production by passengers and employees accessing stations. In that regard, the Authority should consider providing incentives to encourage transit providers to use carbon-neutral transit (e.g., electric-powered buses) for the additional public transit that will be required to serve the high-speed train stations.

A related consideration is that the high-speed train stations should be located to maximize the interactivity of the high-speed train system with local and regional transit providers. A prime example of this is using the Transbay Terminal in San Francisco. If, as has been suggested by Chairperson Quentin Kopp, the Authority is considering using the 4<sup>th</sup> Street Caltrain station as the San Francisco terminus for the high-speed train system, the Authority must consider the additional "carbon-cost" of using this site, rather than the more centrally located and transit-accessible Transbay Terminal as the terminus. In addition, the SF-SJ segment Project EIR/S must consider the legislative mandate for service to the Transbay Terminal contained in AB 3034 and whether a

#1 Aesthetics  
#1 noise  
#1 vibration  
#1 EJ Community Separation  
#2 Alternate alignment

#1 Alternatives  
#2 Alternate alignment  
#1 traffic & circulation  
#1 AQ  
#2 station location  
#1 noise  
#1 land use  
#1 traffic & air  
#1 AQ

#1 traffic & circulation

#1 Climate Change  
#1 AQ

#3 coordination w/ other systems  
#1 Climate Change



project ending at the 4<sup>th</sup> Street station fails to meet the project's purpose and need, as expressed by the legislature.

While the prior PEIR/EIS did a program-level analysis of the project's growth-inducing impacts, that analysis needs to be revisited based on the more detailed information that will be available about the precise location of station sites. Again, if potentially significant adverse growth-inducing impacts are identified, appropriate mitigation should be proposed, including incentives to encourage higher-density development within walking distance of the stations and strongly discouraging additional low-density sprawl development within their commute-sheds. In addition, appropriate zoning controls, including minimum densities for areas near stations and open space protection for property susceptible to project-induced sprawl, should also be considered as a potential mitigation measure that would be need to be required of the local jurisdiction as a prior condition for the Authority's agreeing to locate and operate a station in that jurisdiction.

#1 growth inducing impacts  
#1 land use  
#2 station location

### CONCLUSION

My clients continue to believe that the prior PEIR/EIS suffered from significant flaws that make it inappropriate to be used as a basis for project-level environmental review. The current litigation will determine whether the Authority will be allowed to continue to rely on that document. Even if the litigation does not invalidate that document, however, many of the issues involved still need to be revisited at the project level. We would hope that the Authority would take these comments seriously and address the concerns raised, so that further litigation and associated delay and expense are not necessary.

#11 conclusion

Most sincerely,



Stuart M. Flashman

cc: David Valenstein (FRA)



**Kris Livingston**

---

**From:** Stuart Flashman [stu@stuflash.com]  
**Sent:** Friday, April 03, 2009 1:53 PM  
**To:** HSR Comments  
**Cc:** David.Valenstein@dot.gov  
**Subject:** San Francisco to San Jose HST; San Jose to Merced HST


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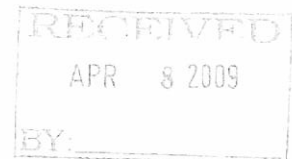
Stuart M. Flashman

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<b>Stuart Flashman</b> Attorney  <a href="mailto:stu@stuflash.com">stu@stuflash.com</a>	<b>Law Offices of Stuart Flashman</b> 5626 Ocean View Drive Oakland, CA 94618-1533 tel: (510) 652-5373 fax: (510) 652-5373

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April 3, 2009

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925 L Street, Suite 1425.  
Sacramento, CA 95814

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#3 freight  
#6 acquisition of ROW  
#1 safety

#1 biological resources  
agricultural resources

O.O. 4

protected to mitigate the farmlands, wetlands, and wildlife habitat impacts of the project. The EIR/Ss also needs to analyze the relative values of the land that would be used in the project against the replacement land proposed for protection. Obviously, in order to avoid significant impacts, the values of the replacement land must be at least equal to those of the lands being lost. In particular, the land must be evaluated based on its geographic location and associated values, including value as recovery habitat for protected species and value as habitat in wildlife corridors.

Each EIR/S must also address in detail the project's potential impacts on nearby residents and businesses, including specifically visual, aesthetic, noise and vibration impacts. If mitigation measures such as sound barriers are proposed, the secondary impacts associated with those measures also need to be assessed, and specifically their visual and aesthetic impacts and impacts on community character and cohesion. Given that the proposed right-of-way runs through the hearts of many of the communities being traversed, the visual and community-dividing impacts of having an embankment-mounted trackway plus associated soundwalls must be considered significant and, in all likelihood, unavoidable. From that standpoint, alternatives that would avoid these impacts, including reopening the Altamont Pass alignment alternative, must be considered, especially because the PEIR/S failed to assess these impacts, leaving them for the project-level analysis.

Beyond this, if the DEIR/Ss identify any significant and unavoidable impacts not already disclosed by the prior PEIR/S, the alternatives analysis should be reopened to determine whether any of the previously-rejected alternatives, and most notably an alternative using the Altamont Pass alignment, could avoid the project's significant impacts. If so, the consideration of such alternatives needs to be reopened.

The PEIR/S indicated that it expected traffic and air quality impacts associated with station locations could be fully mitigated at the project level. Each of the current project EIR/Ss should therefore include identification of the specific proposed station locations and characteristics and analysis of the potential impacts, including noise, traffic, air quality, and land use impacts, that would be associated. Obviously, all impacts found to be potentially significant must be mitigated. Among the mitigation measures that should be considered in mitigating station location impacts are measures that would provide incentives for using public transit to reach the stations and disincentives to the use of private automobiles for station access. There obviously should be no free parking at the station, and parking should be priced to discourage the use of private autos to access the station. In addition, the Authority should strongly consider requiring the local jurisdiction to put in place parking restrictions in the area surrounding each station to reduce the potential for passengers leaving their cars parked on local streets near the station while they take the train. This is commonly done, for example, in the areas surrounding BART stations in the San Francisco Bay area.

The Authority has indicated it intends the entire high speed rail system to be "carbon neutral." Assuming the association is serious about this, it should consider in the system's carbon balance not only direct CO<sub>2</sub> production in powering the high-speed trains, but also CO<sub>2</sub> production by passengers and employees accessing stations. In that regard, the Authority should consider providing incentives to encourage transit providers to use carbon-neutral transit (e.g., electric-powered buses) for the additional public transit that will be required to serve the high-speed train stations.

A related consideration is that the high-speed train stations should be located to maximize the interactivity of the high-speed train system with local and regional transit providers. A prime example of this is using the Transbay Terminal in San Francisco. If, as has been suggested by Chairperson Quentin Kopp, the Authority is considering using the 4<sup>th</sup> Street Caltrain station as the San Francisco terminus for the high-speed train system, the Authority must consider the additional "carbon-cost" of using this site, rather than the more centrally located and transit-accessible Transbay Terminal as the terminus. In addition, the SF-SJ segment Project EIR/S must consider the legislative mandate for service to the Transbay Terminal contained in AB 3034 and whether a

#1 aesthetic  
noise  
vibration  
community  
impacts  
#2 alt route

#2 station  
location  
#1 mitigation  
measures  
traffic  
air quality  
land use

#1  
GhB

#3  
coordination  
#2  
station location



project ending at the 4<sup>th</sup> Street station fails to meet the project's purpose and need, as expressed by the legislature.

While the prior PEIR/EIS did a program-level analysis of the project's growth-inducing impacts, that analysis needs to be revisited based on the more detailed information that will be available about the precise location of station sites. Again, if potentially significant adverse growth-inducing impacts are identified, appropriate mitigation should be proposed, including incentives to encourage higher-density development within walking distance of the stations and strongly discouraging additional low-density sprawl development within their commute-sheds. In addition, appropriate zoning controls, including minimum densities for areas near stations and open space protection for property susceptible to project-induced sprawl, should also be considered as a potential mitigation measure that would be need to be required of the local jurisdiction as a prior condition for the Authority's agreeing to locate and operate a station in that jurisdiction.


#1 growth  
inducement  
#1 land use  
#1 mitigation  
measures

### CONCLUSION

My clients continue to believe that the prior PEIR/EIS suffered from significant flaws that make it inappropriate to be used as a basis for project-level environmental review. The current litigation will determine whether the Authority will be allowed to continue to rely on that document. Even if the litigation does not invalidate that document, however, many of the issues involved still need to be revisited at the project level. We would hope that the Authority would take these comments seriously and address the concerns raised, so that further litigation and associated delay and expense are not necessary.

#7  
deficiency  
in previous  
EIRs

Most sincerely,



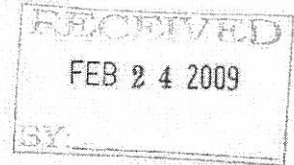
Stuart M. Flashman

cc: David Valenstein (FRA)



Jerry Wilmoth  
General Manager Network Infrastructure

February 23, 2009



California High-Speed Rail Authority  
Attn: San Francisco to San Jose HST Project EIR/EIS  
925 L Street, Suite 1425  
Sacramento, CA 95814

Re: Union Pacific Railroad Scoping Comments For Joint EIR/EIS

Dear High-Speed Rail Authority:

Union Pacific Railroad Company submits the following comments in response to the High-Speed Rail Authority's (Authority) Notice of Preparation pursuant to CEQA dated January 8, 2009, concerning the Project Environmental Impact Report/Environmental Impact Statement for the San Francisco to San Jose segment of the high-speed train system (HSR). These comments also respond to the Notice of Intent pursuant to NEPA published by the Federal Railroad Administration in the Federal Register on December 29, 2008. Union Pacific understands that the Authority and the FRA will jointly prepare the EIR/EIS for this project. # 6

Union Pacific Railroad Company (Union Pacific) is a Delaware corporation that owns and operates a common carrier railroad network in the western half of the United States, including the State of California. Specifically, Union Pacific owns and operates rail main lines connecting the San Francisco Bay Area to Sacramento and points east and north, and to Los Angeles and points east and southeast. Union Pacific is the largest rail carrier in California in terms of both mileage and train operations. Union Pacific's rail network in the Bay Area is vital to the economic health of California and the nation as a whole. Union Pacific's rail service to customers in the Bay Area is crucial to the future success and growth of those customers.

Union Pacific previously submitted comments on the Bay Area to Central Valley HST Program EIR/EIS by letter dated July 7, 2008, from Mr. Scott Moore to Mr. Quentin L. Kopp of the Authority's Board (copy attached). Union Pacific reaffirms these comments and hereby incorporates them within this letter. By letter dated May 13, 2008, to Mr. Mehdi Morshed, the Authority's Executive Director (copy attached), the undersigned stated that it was not in Union Pacific's best interests to permit any proposed high-speed rail alignment on our rights of way. This remains Union Pacific's position on this matter. # 6 UPRR ROW

Union Pacific submits the following comments with reference to the scoping of the joint EIR/EIS for the San Francisco to San Jose segment of the light rail system.

- 1) Union Pacific formerly owned and operated the Caltrain (PCJPB) right of way between San Francisco and San Jose that is proposed for the HSR system. Union Pacific sold the right of way to PCJPB in 1991 and retained a permanent and exclusive easement for the operation of freight trains and for the delivery of common carrier rail service over the entire line. Union Pacific also retained all rights and obligations relating to intercity passenger service provided by Amtrak or any other operator, at Union Pacific's sole election, operating over this line (currently no Amtrak or intercity passenger service trains operate over this right of way except between San Jose and Santa Clara). Union Pacific's permanent easement for freight and Amtrak service over this line is a valuable property and operational right that must not be impaired by construction and operation of the HSR. The Authority must protect such rights and mitigate all adverse impacts to Union Pacific's satisfaction. # 6 UPRR ROW # 3 UPRR Freight service

0-0-7

February 23, 2009

- 2) In addition to retention of the easement rights outlined above, Union Pacific entered into an operating contract with the PCJPB at the time of sale setting forth Union Pacific's rights with respect to freight services on the line. Union Pacific has notified the PCJPB that it expects the PCJPB to protect Union Pacific's rights under this contract in any arrangement that might be made with HSR. The Authority must be aware of and protect Union Pacific's rights under this contract as well. All adverse impacts must be mitigated to Union Pacific's satisfaction.
- 3) As a common carrier railroad, Union Pacific is subject to the requirements of federal law governing abandonment or discontinuance of freight operations. Specifically, the Interstate Commerce Commission Termination Act (49 USC §10501 et seq.) prohibits a railroad from abandoning or discontinuing freight services over main or branch lines of railroad without authority from the federal Surface Transportation Board (STB). In the sale of the PCJPB right of way, Union Pacific retained all common carrier freight service rights and obligations. Therefore, Union Pacific's operations over the San Francisco - San Jose line are subject to STB jurisdiction. Neither the PCJPB nor the Authority may take any action that effectively requires or causes Union Pacific to abandon or discontinue freight service unless prior authority from the STB has been obtained. Union Pacific will deem any attempt by HSR to interfere with Union Pacific's property and contract rights on the San Francisco to San Jose line as an attempt to force a de facto abandonment of freight service in violation of federal law.
- 4) Union Pacific currently operates freight trains over the PCJPB right of way from San Jose to the Quint St. lead in San Francisco. The Quint St. lead diverges from the main line immediately north of Tunnel 3, near Jerrold St. Union Pacific's right to operate freight trains over the PCJPB extends to the entire width of the right of way over all available trackage. Union Pacific freight operations must not be adversely impacted by construction or operation of the HSR. All significant impacts must be mitigated to Union Pacific's satisfaction.
- 5) Union Pacific currently serves the Port of San Francisco via the Quint St. lead track. The port has advised Union Pacific that it intends to continue existing rail freight services and to encourage future growth in rail freight to and from Piers 80-96. Union Pacific is informed and believes that the port intends to enter into arrangements with tenants and pier operators that will cause future growth in rail operations. Union Pacific has means of serving the port other than via the Quint St. lead. The Authority must not undertake any action that interferes with freight operations via the tunnels and the Quint St. lead without mitigation of all significant impacts and prior approval from Union Pacific and the port.
- 6) Union Pacific currently serves a number of customers at or near the Port of Redwood City via the Redwood Jct. lead track. These customers, including Granite Rock and the port, have advised Union Pacific that they intend to continue all existing rail freight services and likely will demand additional freight services in the future. Union Pacific has no means of serving the port and the adjacent customers except via the PCJPB main line and the Redwood Jct. lead track. The Authority must not undertake any action that interferes with operations via this lead track without prior approval from Union Pacific, the port and the customers at this location.
- 7) Union Pacific currently serves a number of customers at other locations on the PCJPB San Francisco to San Jose line, including Granite Rock at South San Francisco. The existing yard at South San Francisco is crucial to Union Pacific's ability to provide

#3  
PCJPB  
UPRR  
agreement  
of  
Freight  
ROW

#3  
Freight  
Service

#3  
Freight  
Service

#3  
Freight  
Service

#3  
operation  
w/UPRR



February 23, 2009

- freight service to the Port of San Francisco and to Granite Rock and other customers adjacent to the yard. The Authority must not undertake any action that interferes with
- 8) operations at the yard and adjoining trackage without prior approval from Union Pacific, the port and the customers at this location.
- 9) Union Pacific owns and has primary operating rights on Main Track No. 1 between Santa Clara (CP Coast) and Diridon Station (San Jose). This track currently is shared with Amtrak's Capitol Corridor and Coast Starlight services and with Altamont Commuter Express's Stockton - San Jose commuter service. Union Pacific's rights to this track are crucial to continued operation of these passenger services. Use of this track also is crucial to freight service on the line to San Francisco. Further, these rights support continued operation of freight service on the main line south of San Jose to Los Angeles. The Authority must not undertake any action that interferes with Union Pacific's ownership and operation of Main Track No. 1 without prior approval from Union Pacific and the commuter agencies identified above. All adverse impacts must be mitigated to Union Pacific's satisfaction.
- 10) PCJPB owns the right of way south of Diridon Station to a point called Lick (approximately three miles south of the station). Union Pacific's rights with regard to Main Track No. 1 extend southward to Lick. All comments in (8) above are applicable to the Diridon - Lick portion.
- 11) Union Pacific has complete ownership of and control over the railroad right of way from Lick to Gilroy (and southward to San Luis Obispo and Los Angeles (Moorpark)). The PCJPB and the Santa Clara Valley Transportation Authority have a contract right to operate up to ten commuter trains to and from Gilroy over Union Pacific's right of way. Neither agency has any ownership rights in this line and no contractual rights to allow third parties to use this line. Union Pacific has no intention of allowing or permitting the Authority to build or operate the HSR within Union Pacific's right of way southward of Lick. The Authority should take this into account as part of the EIR/EIS for the San Francisco - San Jose segment.
- 12) The Authority must study the following matters as part of the EIR/EIS and all necessary mitigation measures must be implemented:
- (i) Slow speed freight trains and high-speed trains are incompatible on the same tracks at any time, including cross-overs. Union Pacific requires overhead clearance of 23 feet 6 inches, which is higher than the Authority contemplates for its electrical system. The Authority must provide grade-separated cross-overs for freight trains at necessary locations. The Authority must not contemplate operation of freight trains on any HSR trackage at any time (and vice-versa). If necessary, completely separate freight trackage must be provided. HSR must comply with all applicable FRA regulations.
- (ii) Mitigation measures for the HSR may include construction of new freight trackage for Union Pacific. Such trackage must meet Union Pacific's construction and operation standards, and must be compliant with FRA and California Public Utilities Commission applicable standards.
- 13) The construction and operation of HSR in the San Francisco to San Jose right of way must not cause increased operating costs or operating inefficiencies for Union Pacific. The Authority must assume Union Pacific's liability exposure and risk arising from current and future freight operations in the same corridor as the HSR. The Authority should fully study means to indemnify and insure Union Pacific against all such liability or risk, including liability to HSR patrons.

#3 Freight Service

#3 operating UPRR

#3 coordination w/ UPRR approval

#3 approval coordination w/ UPRR

#3 compatibility of modes w/ other types of train

#2 Grade separation

#3 Freight

#3 Freight

#5 Cost of Profit

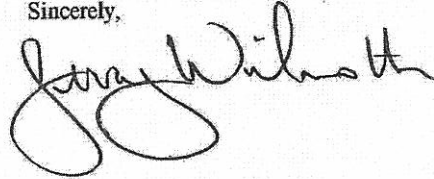
February 23, 2009

Union Pacific is confident that its concerns listed herein will be fully addressed and mitigated by the Authority and FRA during the EIR/EIS process. Union Pacific is willing to meet with the Authority and FRA to discuss its concerns about high-speed rail operation and to better understand the Authority's intentions regarding use of Union Pacific rights of way. Following such meeting, Union Pacific will be glad to consider all future requests by the Authority for information, construction standards and mapping data.

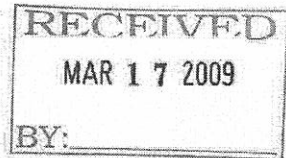
#11

Please direct all requests and correspondence to the undersigned.

Sincerely,



Enclosures (2)



March 13, 2009

California High-Speed Rail Authority  
Attn: San Francisco to San Jose HST Project EIR/EIS  
925 L Street, Suite 1425  
Sacramento, CA 95814

Re: Amendment to Union Pacific Railroad Scoping Comments for San Francisco to San Jose Joint EIR/EIS

Dear High-Speed Rail Authority:

Union Pacific Railroad Company submitted its written comments in response to the High-Speed Rail Authority's Notice of Preparation and Notice of Intent by letter dated February 20, 2009. We have become aware that one of our comments reads incorrectly due to a dropped word. The purpose of this amendment letter is to correct that inadvertent mistake.

Accordingly, the third sentence of section (5) on page two is corrected to read:

"Union Pacific has no means of serving the port other than the Quint St. lead."

Union Pacific presently serves the Port of San Francisco via the Quint Street lead off the PCJPB main line. This is the only track serving the port. There is no alternate route available.

Please incorporate this letter into the scoping comments for the above-referenced EIR/EIS.

Sincerely,

Jerry Wilmoth  
General Manager Network Infrastructure

UNION PACIFIC RAILROAD  
10031 Foothills Blvd., Roseville, CA 95747  
ph. (916) 789-6360 fx. (916) 789-6171

11  
~~TEXT~~  
~~CORRECTION~~  
3  
Approval  
Coordination  
with UP  
Railroad

0-0-8





May 13, 2008

Mr. Mehdi Morshed  
Executive Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, California 95814

Re: California High Speed Rail Route

Dear Mr. Morshed:

Reference is made to our meeting of May 9, 2008, to discuss the current status of the California high-speed rail initiative and its possible impacts on Union Pacific Railroad.

It was a very informative meeting to hear the efforts you are undertaking as the high-speed train bond measure is being prepared for the November, 2008 ballot.

After hearing your plans regarding the proposed routing for this service, Union Pacific feels it is important for the California High Speed Rail Authority (CHSA) to once again understand Union Pacific's position as related to potential alignments along Union Pacific corridors. Union Pacific has carefully evaluated CHSA's project and for the variety of reasons we discussed during our meeting, does not feel it is Union Pacific's best interest to have any proposed alignment located on Union Pacific rights-of way. Therefore, as your project moves forward with its final design, it is our request you do so in such a way as to not require the use of Union Pacific operating rights-of-way or interfere with Union Pacific operations. The State of California and the nation need railroads to retain their future ability to meet growing demand for rail cargo transportation, or that cargo will be in trucks on the highways.

Should you have any questions or comments, please do not hesitate to contact me.

Sincerely,

Cc: Scott Moore - UP  
Wesley Lujan - UP

Jerry Wilmoth  
General Manager Network Infrastructure

UNION PACIFIC RAILROAD  
10031 Foothills Blvd., Roseville, CA 95747  
ph. (916) 789-6360 fx. (916) 789-6171

#11

#6  
UPRR Rm  
#2  
alignment

#6  
UPRR Rm

0-0-8



Scott D. Moore  
Vice President Public Affairs

July 7, 2008

Mr. Quentin L. Kopp  
Chairperson  
California High-Speed Rail Authority Board  
925 L Street, Suite 1425  
Sacramento, CA 95814

Re: Final Bay Area to Central Valley HST Program EIR/EIS

Dear Chairperson Kopp:

Union Pacific Railroad Company (UPRR) appreciates the opportunity to provide the following comments to the High-Speed Rail Board with respect to the above-referenced EIR/EIS.

UPRR wishes to emphasize that we are not opposed to the concept of high-speed rail nor would we oppose implementation of the project should the voters approve the bond issue in November. Our concern is that the project should not be designed to utilize or occupy any of our rights of way. Our rights of way are limited in width and are fully dedicated to freight service, and, in some instances, to commuter passenger trains. UPRR simply cannot meet the future freight transportation needs of California if our right of way is taken away for high-speed rail.

To respond to the specific corridors proposals for high-speed rail, UPRR points out that our San Jose to Gilroy right of way is very narrow by railroad standards – primarily 60-feet or less – and is bounded on one side by a major arterial highway. We could not give up a 50-foot exclusive width right of way to high-speed rail and remain in business.

Even though our right of way is wider (primarily 100-feet) along most of the Central Valley line, a loss of 50 feet would render future freight rail expansion impossible. As fuel prices rise and the nation becomes more concerned with the environmental effects of transportation, we need the ability to expand our infrastructure, perhaps substantially. In addition, we serve numerous industries on both sides of our track. High-speed rail would cut off, forever, our ability to expand capacity in the Central Valley, leaving California with only highway alternatives. It also would disrupt existing rail-served businesses and prevent new rail-served industries from locating on one or both sides of our rail line. This is not a wise transportation decision for the State.

#11

#6 UPRR  
ROW

#6 UPRR  
ROW

#6 UPRR  
ROW

0-0-9

Regarding Caltrain's San Francisco - San Jose corridor, UPRR does not own the right of way but has a freight easement over Caltrain's tracks. Our freight operations already are restricted to avoid delaying Caltrain's commuter trains. Imposing two exclusive high-speed rail tracks on a 50-foot right of way effectively will end our ability to provide freight service to customers on this corridor, including the Port of San Francisco. We will have the same concerns between Sylmar and Los Angeles, where Metrolink's commuter line right of way is designated for high-speed rail service.

#3  
Freight  
A 60' UPRR  
ROW

An effective and efficient freight rail network is vital to California's economic future. Policy makers such as the high-speed rail board should not jeopardize UPRR's ability to provide such freight service by assuming that high-speed rail will have no impact. UPRR urges the board to carefully consider corridor routes that do not utilize our rights of way.

#3  
Freight.

Sincerely,



Scott D. Moore

cc: Mehdi Morshed, California High-Speed Rail Authority  
Jerry Wilmoth, Union Pacific Railroad  
Wesley Lujan, Union Pacific Railroad





## Willow Glen Neighborhood Association

P. O. Box 7706,  
San Jose CA 95150  
408/294-WGNA  
[www.WGNA.net](http://www.WGNA.net)

April 8, 2009

Mr. Dan Leavitt  
Deputy Director  
ATTN: San Jose to Merced  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Mr. Leavitt:

The Willow Glen Neighborhood Association (WGNA) thanks the High Speed Rail Authority (HSRA) for the opportunity to suggest scoping questions for this phase of development of California's High Speed Rail (HST). WGNA thanks the staff and consultants for their outreach and accessibility to members of our organization.

The Willow Glen Neighborhood Association (WGNA) of San Jose serves those 20,000 households living in the area roughly bounded by Interstate I-280, Highway 87, Foxworthy and Leigh Avenues. WGNA comments upon projects within and near our boundaries. The High Speed rail alignment from Tamien Station to Interstate 280 is within WGNA's service area; the Diridon station area is within our area of comment.

WGNA requests the following additional alternatives be evaluated:

1. An alignment from Tamien station that generally follows Highway 87 to the interchange at Interstate 280 where it would thread through the flyovers and descend underground to Diridon Station, with rail for HST, Caltrain, and the possibility of moving Union Pacific Railroad (UPRR).
2. An alignment for HST, Caltrain, and UPRR which begins its descent into a trench adjacent to the UPRR Right of Way near Curtner Avenue and goes underground before Tamien station, travels under Guadalupe River and Los Gatos Creek, arriving underground at Diridon Station.

In your evaluation of these two alternatives and the current route alternatives, how will cost be weighed with environmental factors? Will HSRA use an evaluation matrix that includes answers to the following questions?

#1 intro

#2 station/  
alignment  
locations

#2 station/  
alignment  
locations

#5 costs

#11 intro

How will each of the alternatives...

1. Contribute, maintain or improve access to the Gardner, Gregory Plaza, and North Willow Glen neighborhoods? ] #1 traffic & circulation
2. Align with the goals of the City of San Jose's Strong Neighborhood Initiative Greater Gardner Action Plan? ] #1 land use
3. Impact measures of environmental justice, specifically with respect to the Greater Gardner neighborhood that the City of San Jose has identified as an "at risk" low income, language and ethnic minority neighborhood that receives substantial city resources to improve the quality of life of its residents and to prevent additional blight? Which of the alternatives best serves the goal of environmental justice? ] #1 EJ community separation
4. Affect traffic conditions and circulation in the Diridon Station Area? ] #1 traffic & circulation
5. Change noise conditions within the Greater Gardner and North Willow Glen neighborhoods between Auzerais and Tamien Station? In addition, is it appropriate to lower noise significance by one full measure due to the elimination of the use of horns at West Virginia, given that trains use their horns as they approach Tamien even though there is **no** at grade crossing? ] #1 Noise
6. Impact parkland adjacent to and near the alternative alignments, including Fuller Park, Biebrach Park, Gregory Plaza tot lot, Father Mateo Sheey Park, the new park near Almaden Apartments on Almaden Road, Guadalupe River, Los Gatos Creek and Willow Glen Spur (Three Creeks) trails, the planned Fire Training Center Park as specified in the Midtown Specific Plan and the planned Tamien Station Park? How will these impacts be mitigated given that no land is available within the nexus of the underserved Greater Gardner, Washington, and Delmas Park communities? ] #1 recreation & open space
7. Impact historic properties and the contextual integrity of the potential historic conservation area (see Greater Gardner Strategic Plan), including vibration damage and the acquisition of contributing historic structures? ] #1 historic resources
8. Impact adjacent properties with shading? How many properties adjacent to each alternative route will suffer impacts that constitute a "taking"? ] #1 Aesthetics  
#6 Eminent domain for acquisition
9. Require land acquisition and leave behind "remnant" pieces that attract dumping, illegal activities, and blight? ] #6 Eminent domain for acquisition
10. Use design features that encourage or discourage levels of current graffiti that contributes to blight? ] #1 Aesthetics
11. Be evaluated for safety for passengers, for Greater Gardner residents and North Willow Glen residents? ] #1 safety

12. Be evaluated with respect to the soil conditions of Greater Gardner, which is a former marsh of the Guadalupe, with soil that is subject to compaction and transmits vibration?

#1 Geology & Soils  
#1 vibration

13. Facilitate ease of transfer between HST and BART or Caltrain? #3 transfer between systems

14. Impact travel time for through trains and expresses? #3 transfer between systems  
#3 travel time

When you evaluate the impacts of each of these alternatives, please clarify how you established the hierarchy and priority of the multiple interrelated City of San Jose area plans (see below) and the multiple plan layers since:

1. It is very difficult to determine whether the High Speed Rail proposal or other area approved development proposals or plans are consistent or not consistent to each individual plan, the combined overlaid plans or the possible Baseball Stadium (as described in the approved Baseball Stadium EIR)

2. Whether the impacts are significant and the proposed mitigations are appropriate to the proposed site given all of the plans that may lead to different analysis

3. It is very confusing to the public—even to residents who have studied and analyzed prior San Jose area DEIR's or have professional training or experience with EIR's.

We look forward to your comprehensive evaluation of the environmental impacts of these alternative alignments, construction options and associated mitigations.

#7 review of  
SS plans

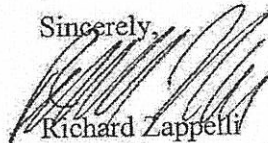
#11 background  
#1 information  
request

#1 Alternatives?

#7 poor  
presentation

#11  
conclusion

Sincerely,



Richard Zappelli

Chair, Planning and Land Use Committee  
Board Secretary

Willow Glen Neighborhood Association

#### Bibliography

City of San Jose:

2020 General Plan

Midtown Specific Plan

Diridon Transit Station Area Plan

Tamien Station Area Specific Plan

Greenprint 2000/Greenprint 2008

Redevelopment Agency of San Jose:

Diridon/Arena Strategic Development Plan

Delmas Park NAC Strategic Plan

Greater Gardner NAC Strategic Plan

Washington NAC Strategic Plan